MICROFILM

START OF ROLL

ROLL NO.

162

Construction
Contracts
7846 Cont. from
161

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1963

SUBJECT: Request for Curbs
Mt. Hood Highway
City of Gresham

To: Mr. I. A. DeFrance
Maintenance Engineer
Building

Attention: John A. Phillips

This project is estimated by D. D. Rohrbough at $200,000. It is too large to include as part of a city project under the $250,000 fund.

Judging by the letter received by Mr. Rohrbough from the City of Gresham, the work the city requests would be of considerable value to it as regards drainage. With this in mind, I am asking the County and City Relations people to inquire of the Gresham City Government if the city is interested in any cooperative projects, if and when the State may have the funds available for something of this kind.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Mr. H. S. Cox

Copies sent Rohrbough & Johnson
1-21-63 ESH.

NOTED
E. S. HUNTER

NOTED
I. A. DEFRANCE

NOTED
J. A. PHILLIPS

FORM E-90X---30M---6-58---13044

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
January 3, 1963

SUBJECT:

Request for Curbs in
City of Gresham on
Mt. Hood Highway ...

To:

Mr. A. E. Johnson
Division Engineer
O F F I C E

Further reference is made to the recent request which Mr. S. A. Dowsett, of Gresham, made regarding improvement of the Mt. Hood Highway through the City of Gresham.

On January 2, 1963, I discussed this matter with Mr. Pat Vessello, City Street Superintendent, for the City of Gresham. Mr. Vessello indicated that the City desired an improvement through town similar to the project which was recently completely on said Highway between S. E. 82nd and 92nd Streets. This project, which was approximately 0.56 miles in length, cost about $[illegible],000.00.

I have estimated that approximately 9,130 lin. feet of curb would have to be built. This is based on the assumption that existing curbs would be usable.

Also, it should be noted that with the building of curbs, it will be necessary to make adequate provision for storm sewers. Most of the drainage will have to be taken into Johnson Creek. Mr. Vessello stated that Bull Run Conduit No. I is no longer being used for transmission of water and it is expected that the City will be able to use this pipe for a storm sewer on a portion of this project.

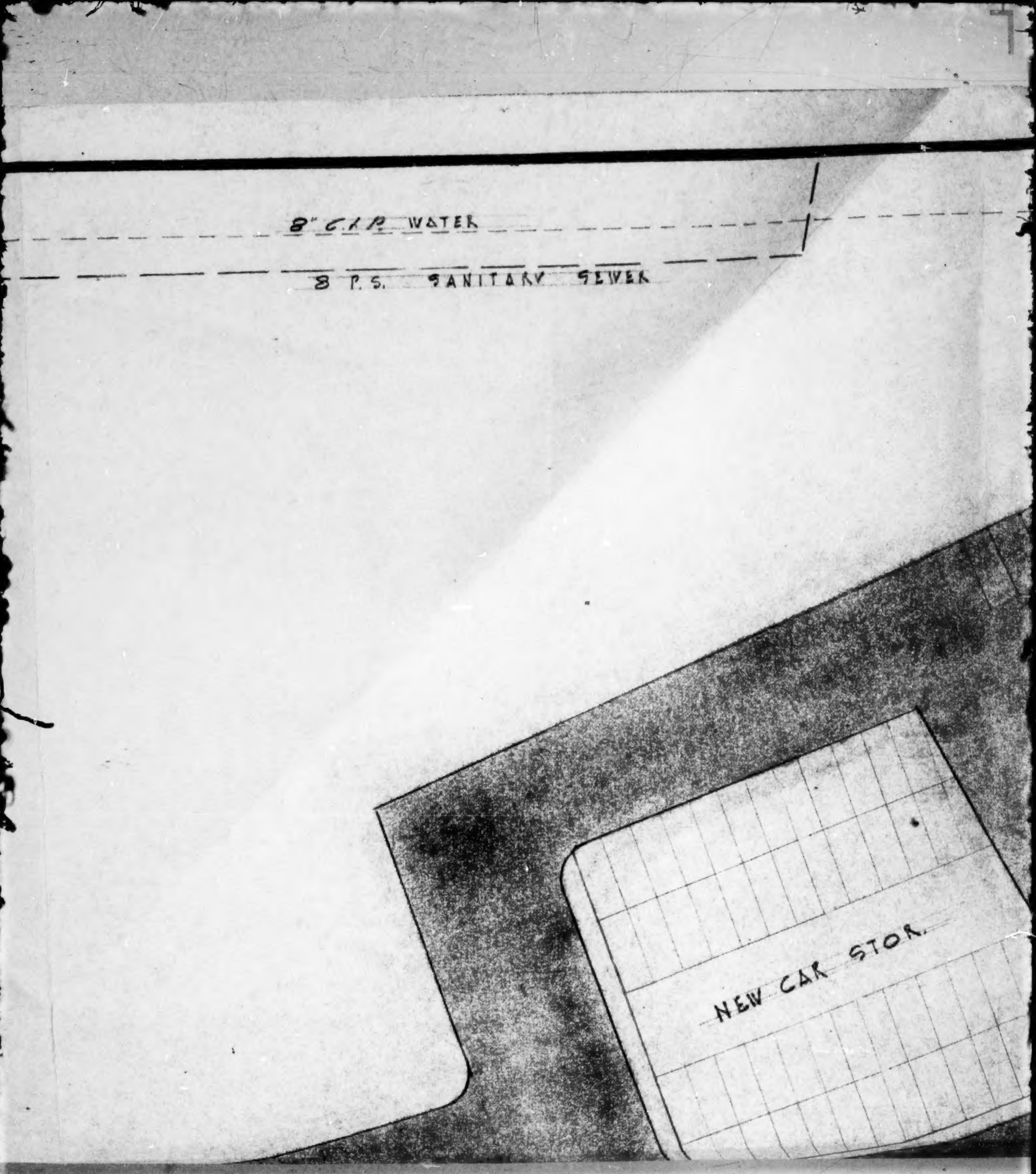
It should be further noted that portions of the existing Highway street should be graded down to provide better geometric design; and, also, to fit existing development of adjacent properties.

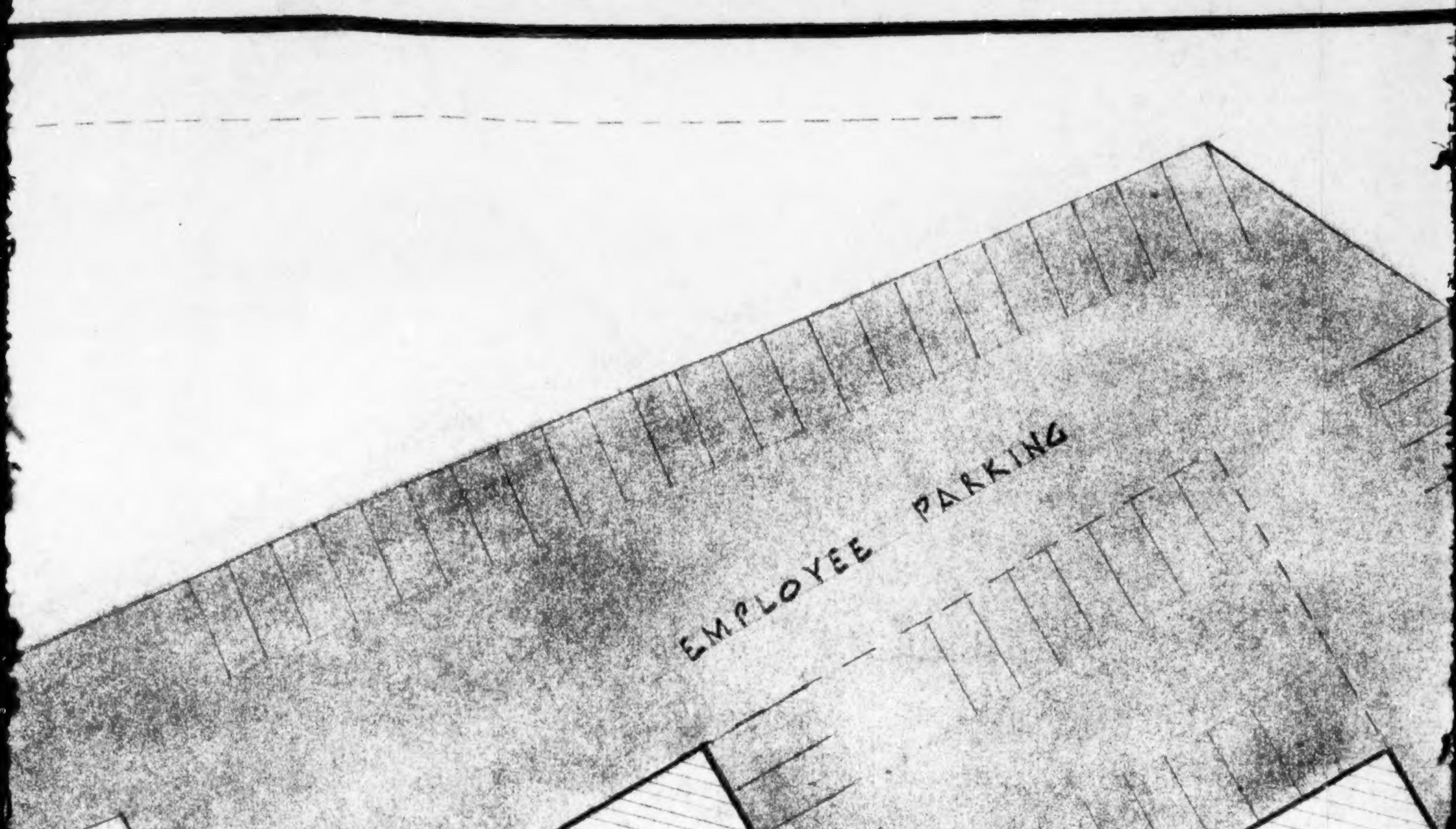
Due to the many unknowns which would prevail on this job, it would be be hard to put a price tag on it without considerable study.

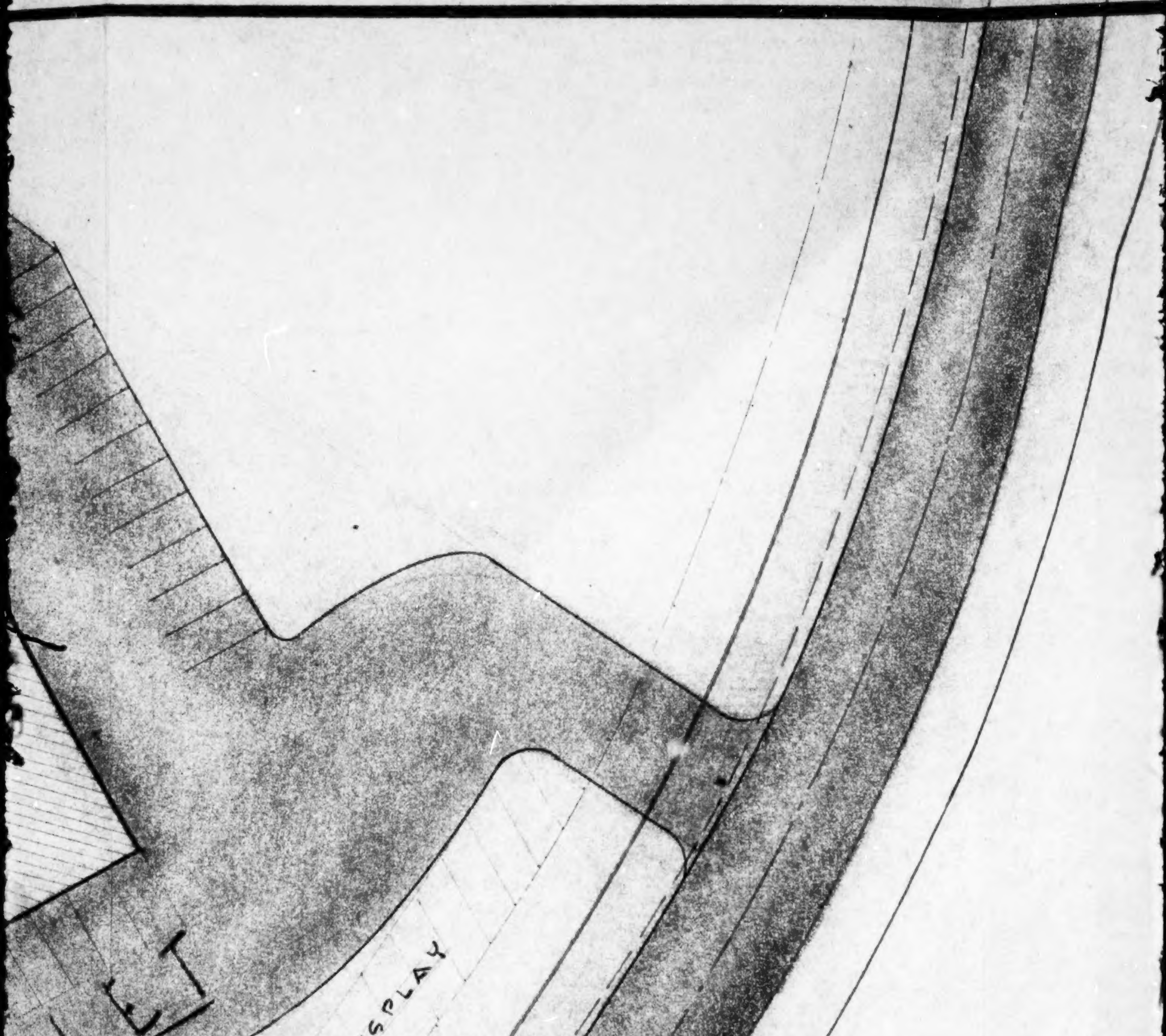
Based on building curbs—where shown in blue—and providing necessary drainage, grading and paving through these presently unimproved sections, I would estimate the cost would be about $200,000.00. This figure does not include resurfacing of the street in places where existing curbs now exist. I would consider it as a minimum figure on which to prepare a contract. The job could then be tailored to fit the money.

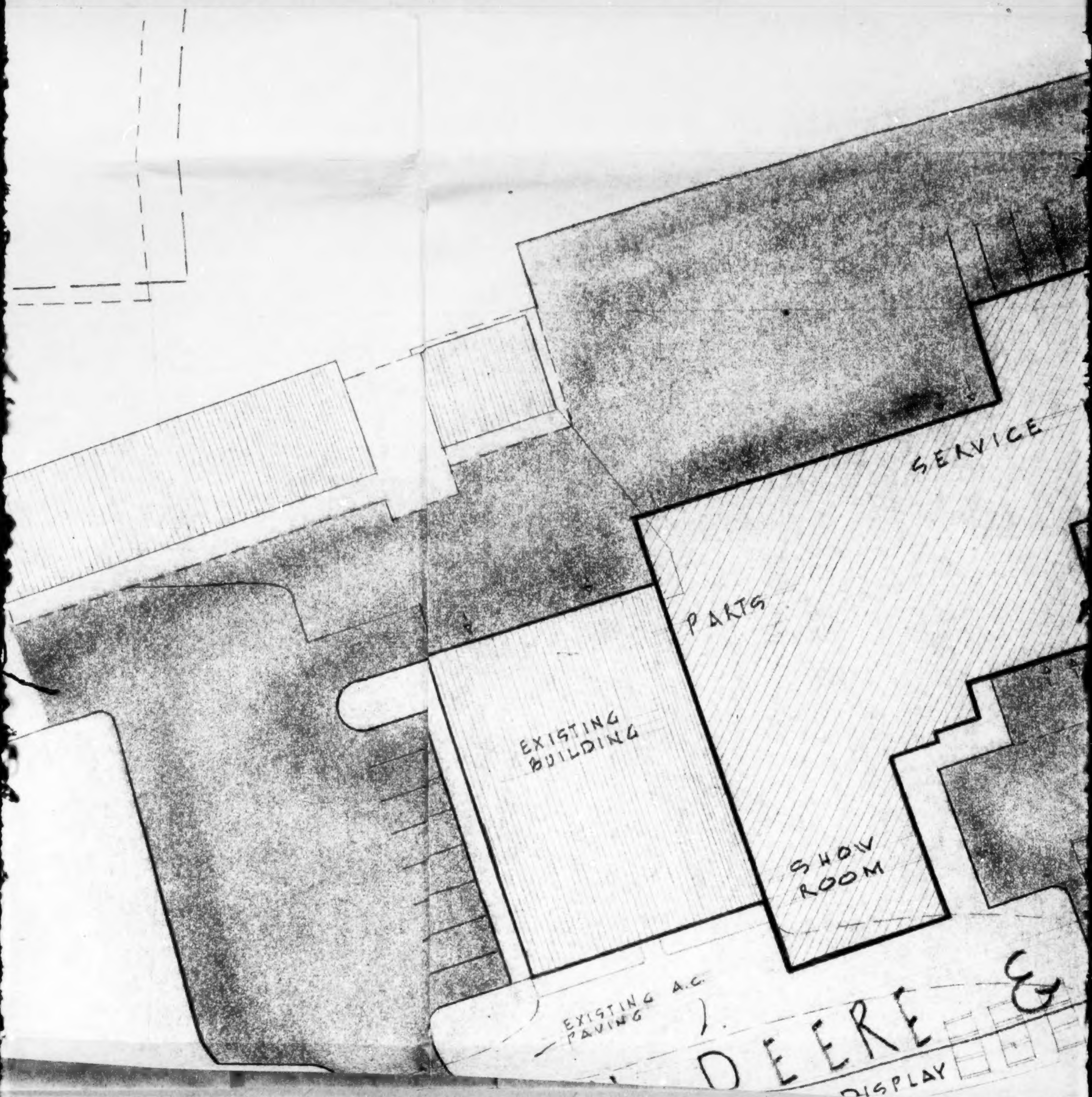
D. D. Rohrbough
District Maintenance Superintendent

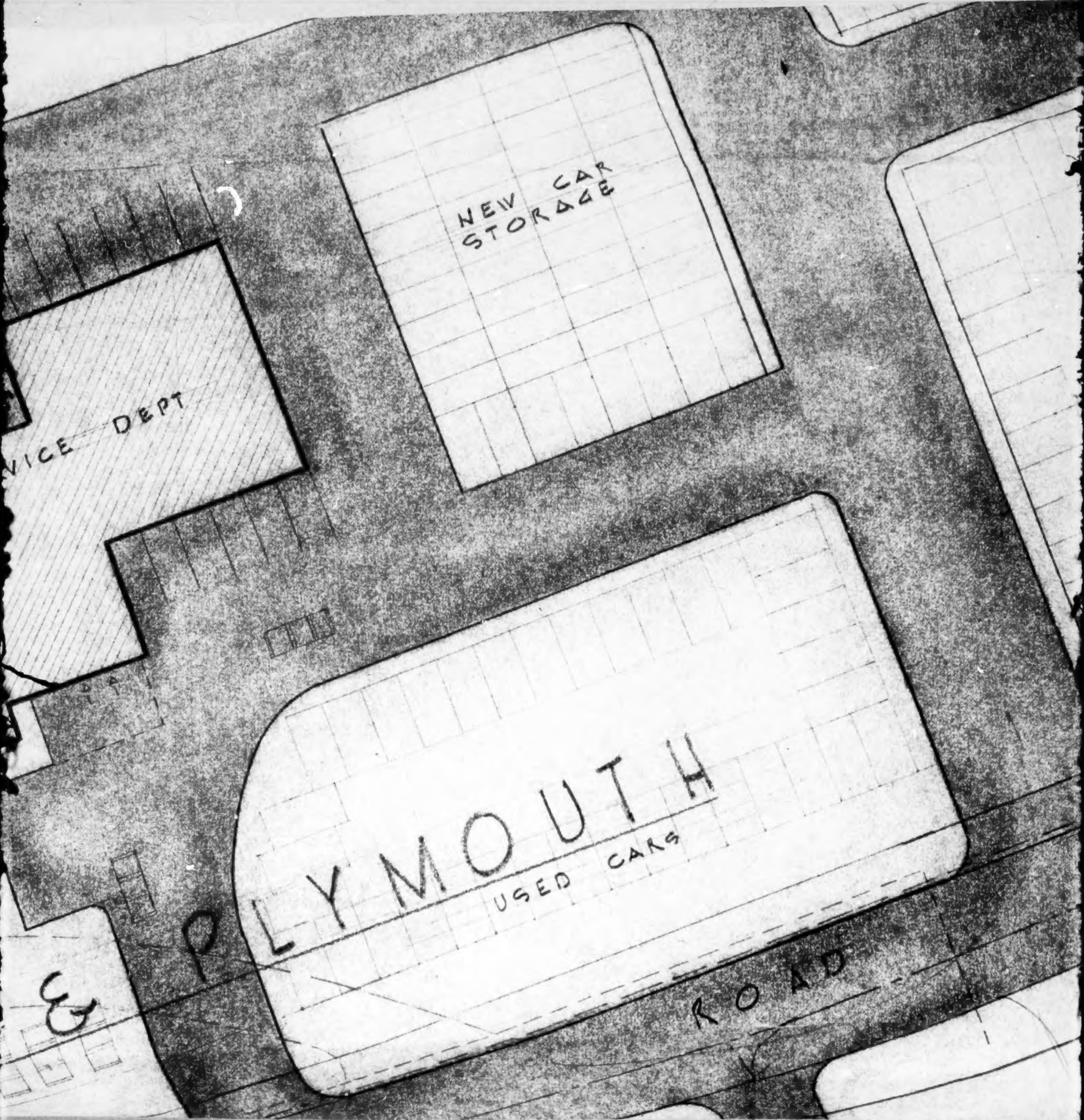
DDR:mb
cc

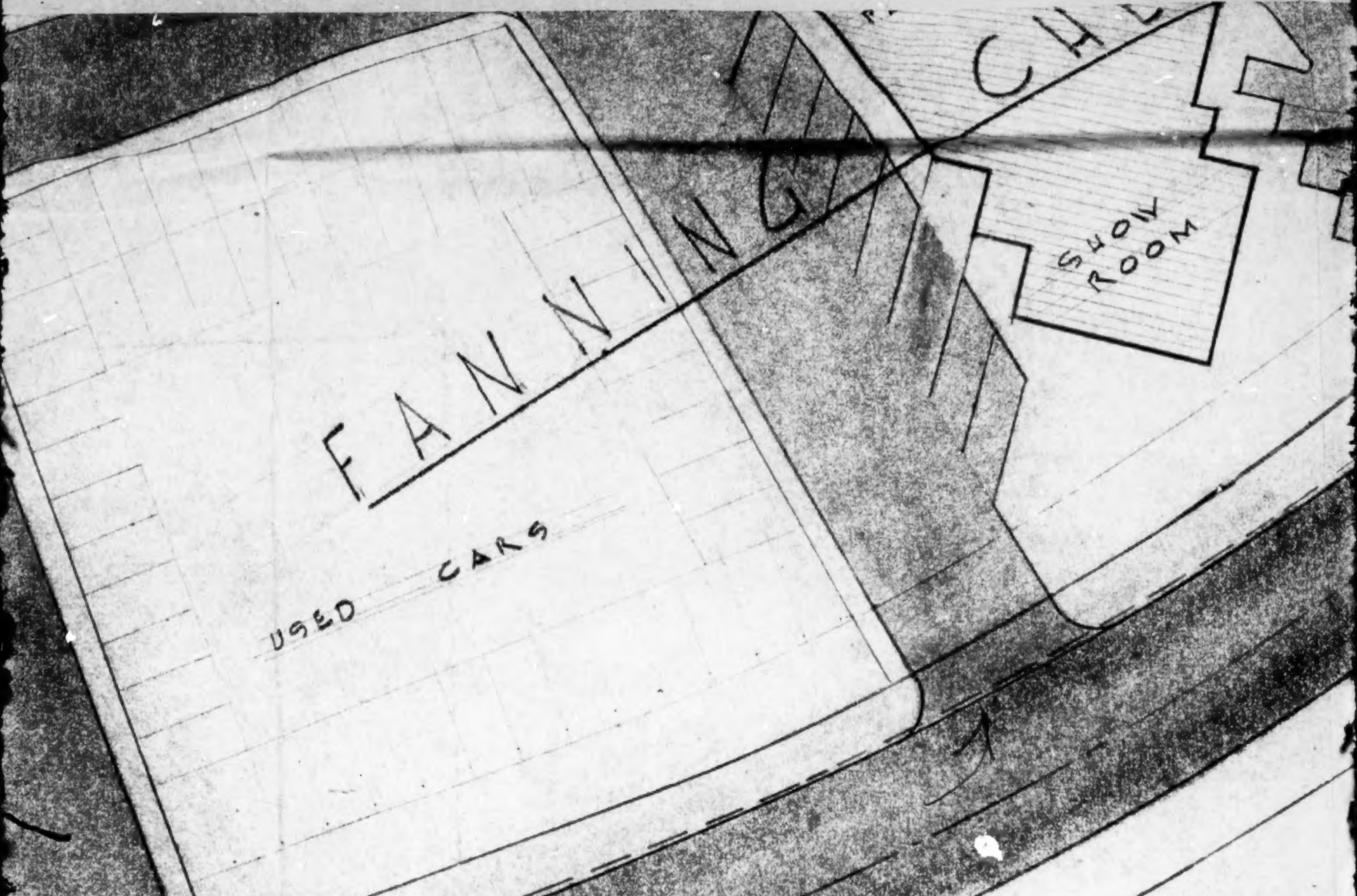

8" C.I.P. WATER
8 P.S. SANITARY SEWER
NEW CAR STOR.


EMPLOYEE PARKING
BODY SHOP
SERVICE DEPT.
STOR.
ARTS
R.O

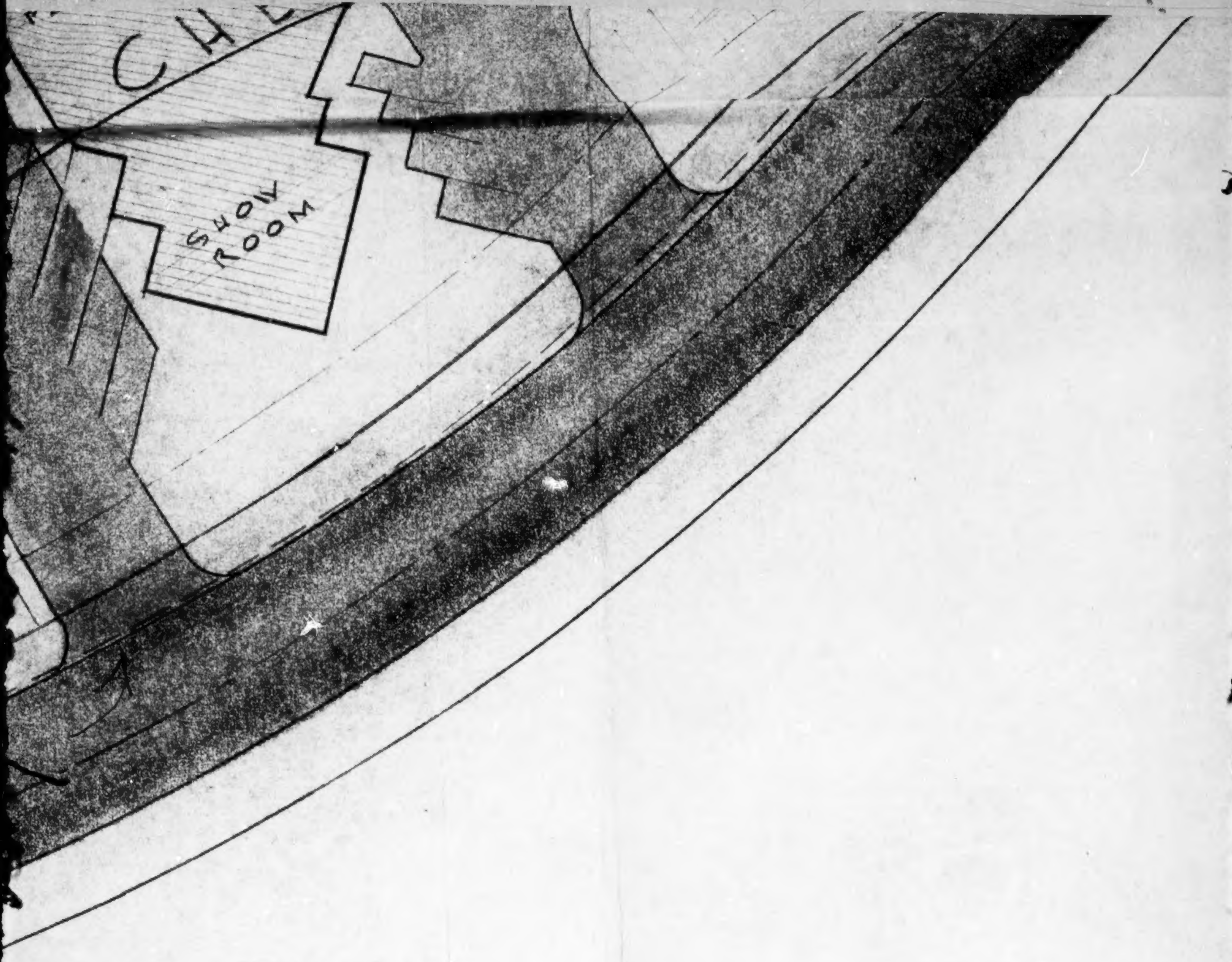

OLET
NEW CAR DISPLAY

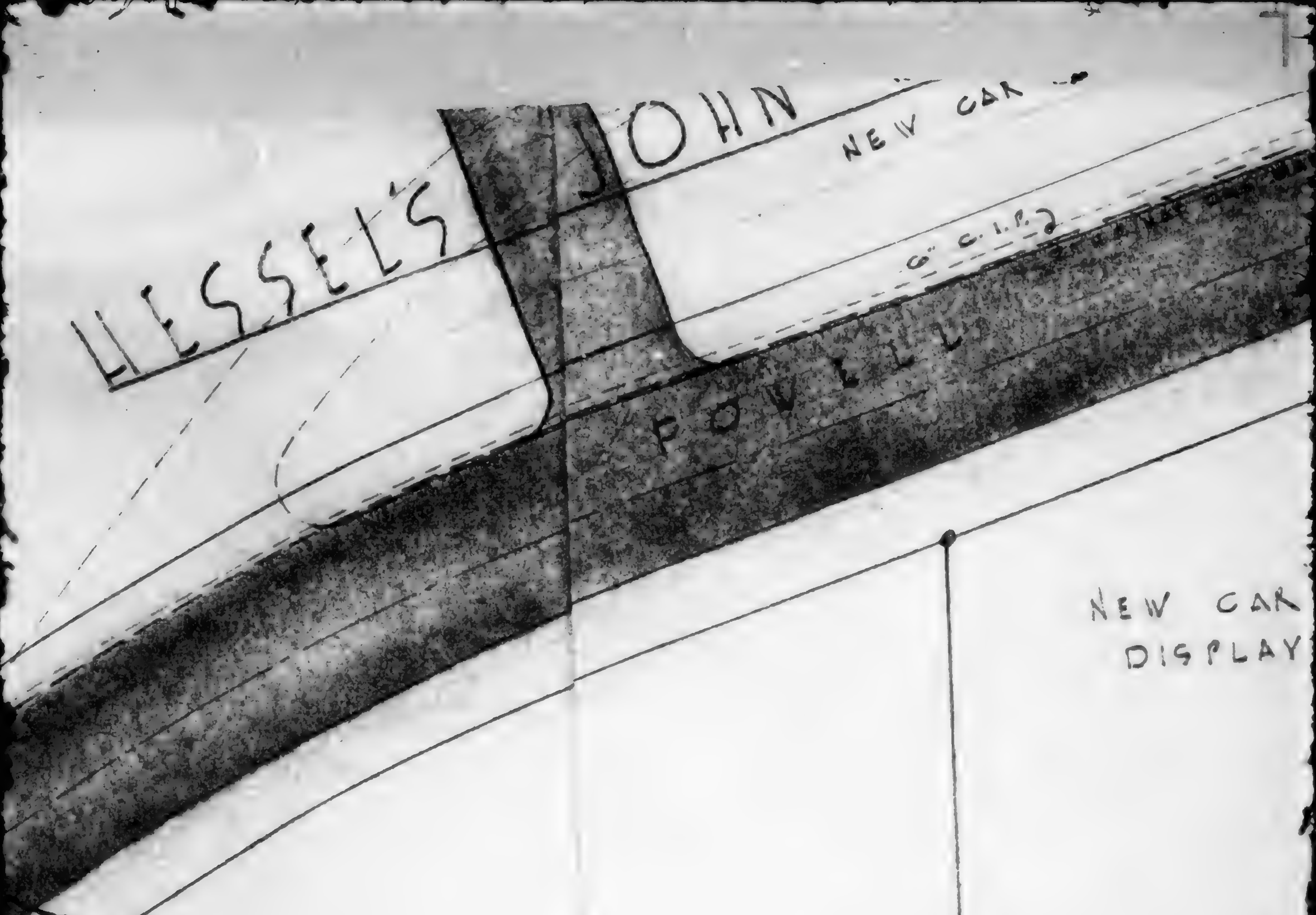

SERVICE
PARTS
EXISTING BUILDING
SHOW ROOM
EXISTING A.C. PAVING
DEERE &
DISPLAY

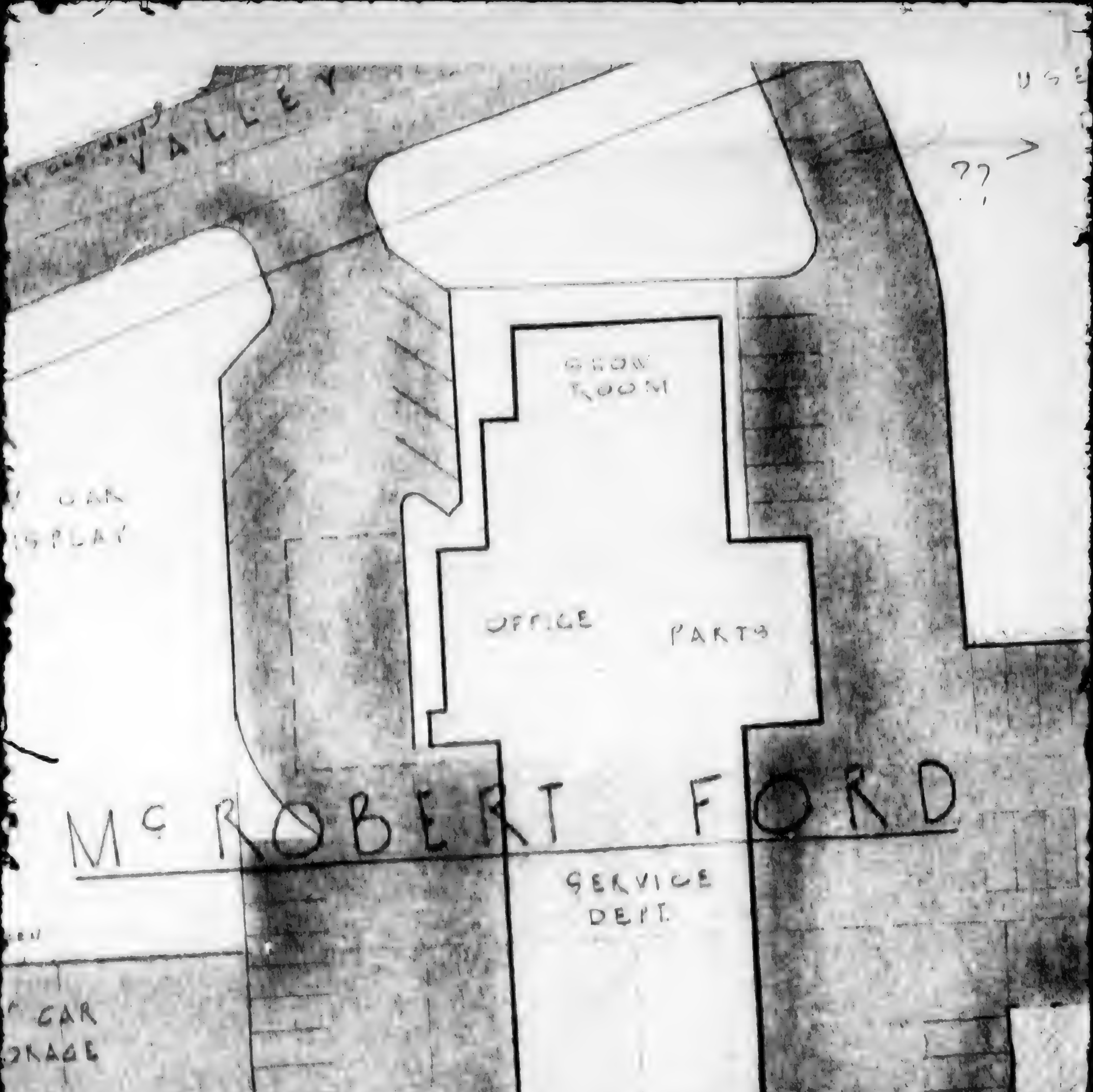

NEW CAR STORAGE
VICE DEPT
PLYMOUTH
USED CARS
&
ROAD



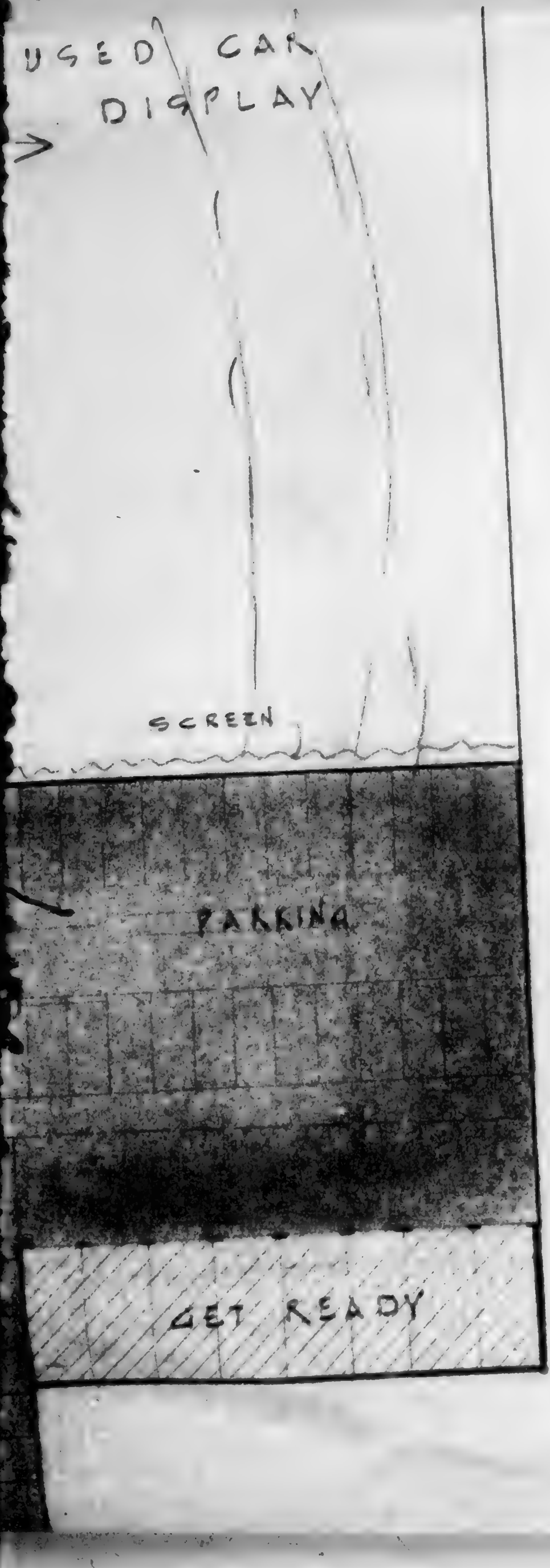
FANNING
CH
USED CARS
SHOW ROOM


CH
SHOW ROOM


HESSEL'S
JOHN
NEW CAR
6" C.I.P.
POWELL
NEW CAR DISPLAY
M
SCREEN
NEW CAR STORAGE
HESSEL



VALLEY
USE
??
CAR
ISPLAY
SHOW
ROOM
OFFICE
PARTS
McROBERT FORD
SERVICE
DEPT.
CAR
ORAGE



PRE

SI

GRESHA

GRESHAM

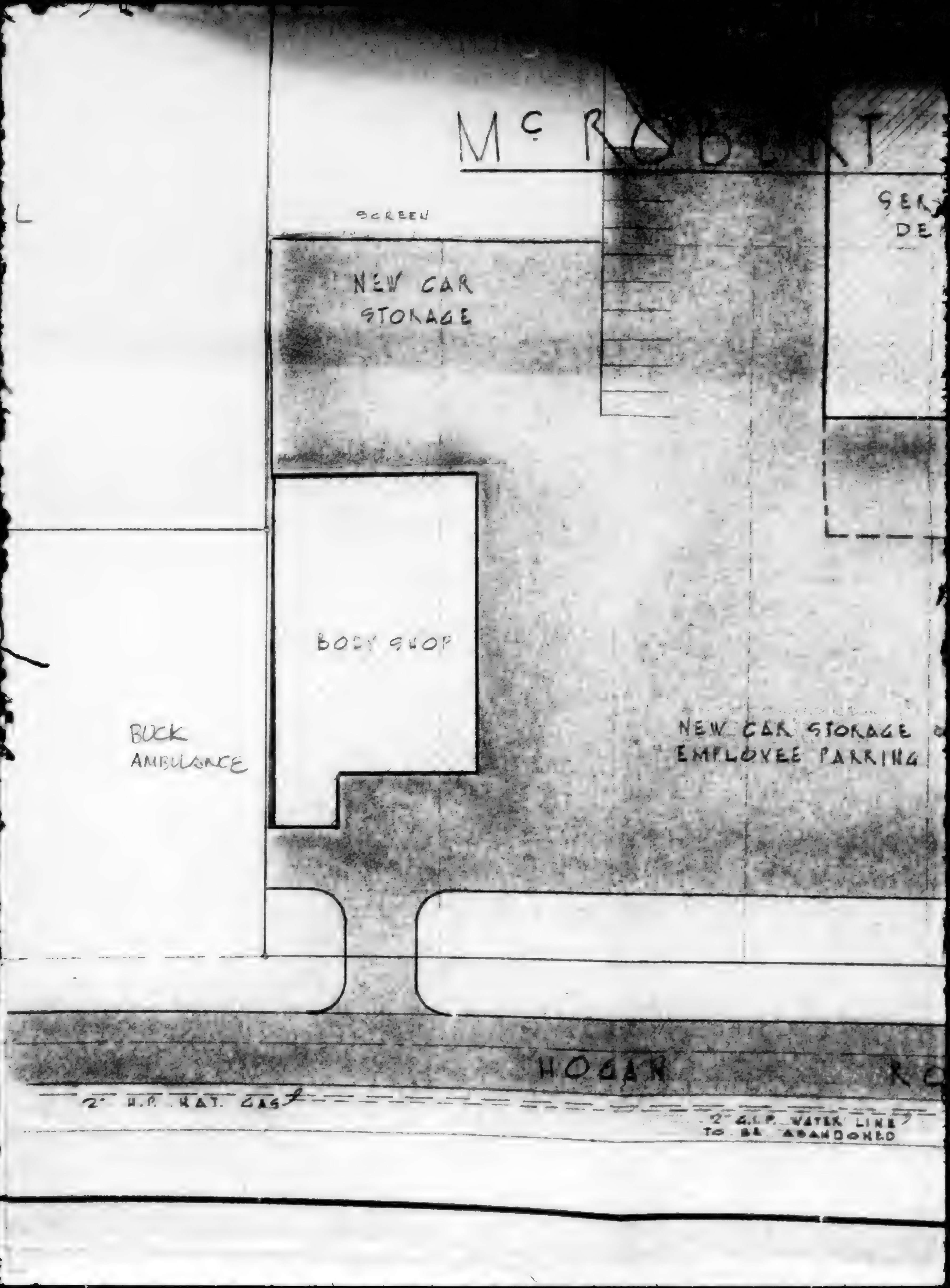
PRELIMINAR
SITE PLA
FOR
GRESHAM AUTO AG

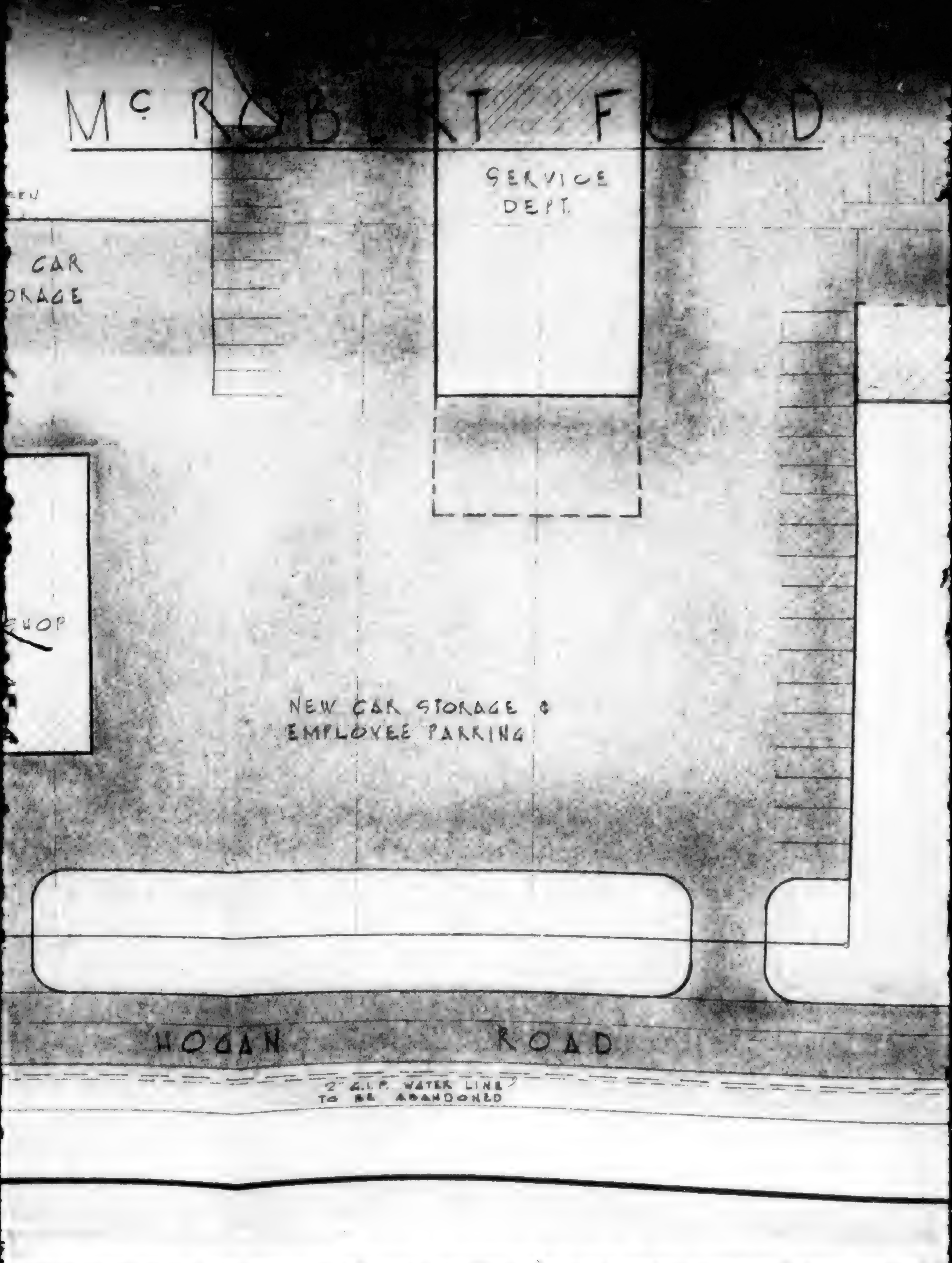
GRESHAM

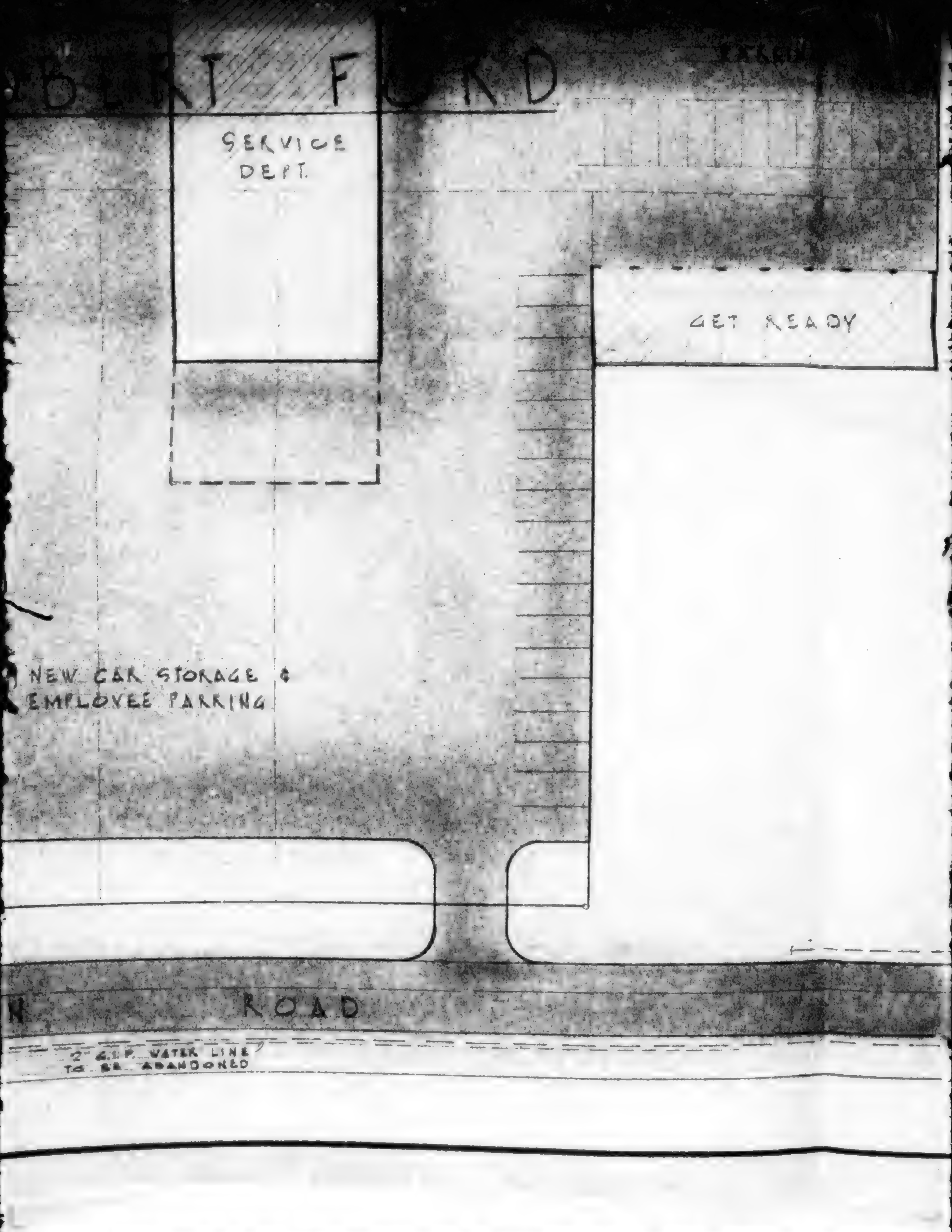
PRELIMINARY
SITE PLAN
FOR
SHAM AUTO AGENC

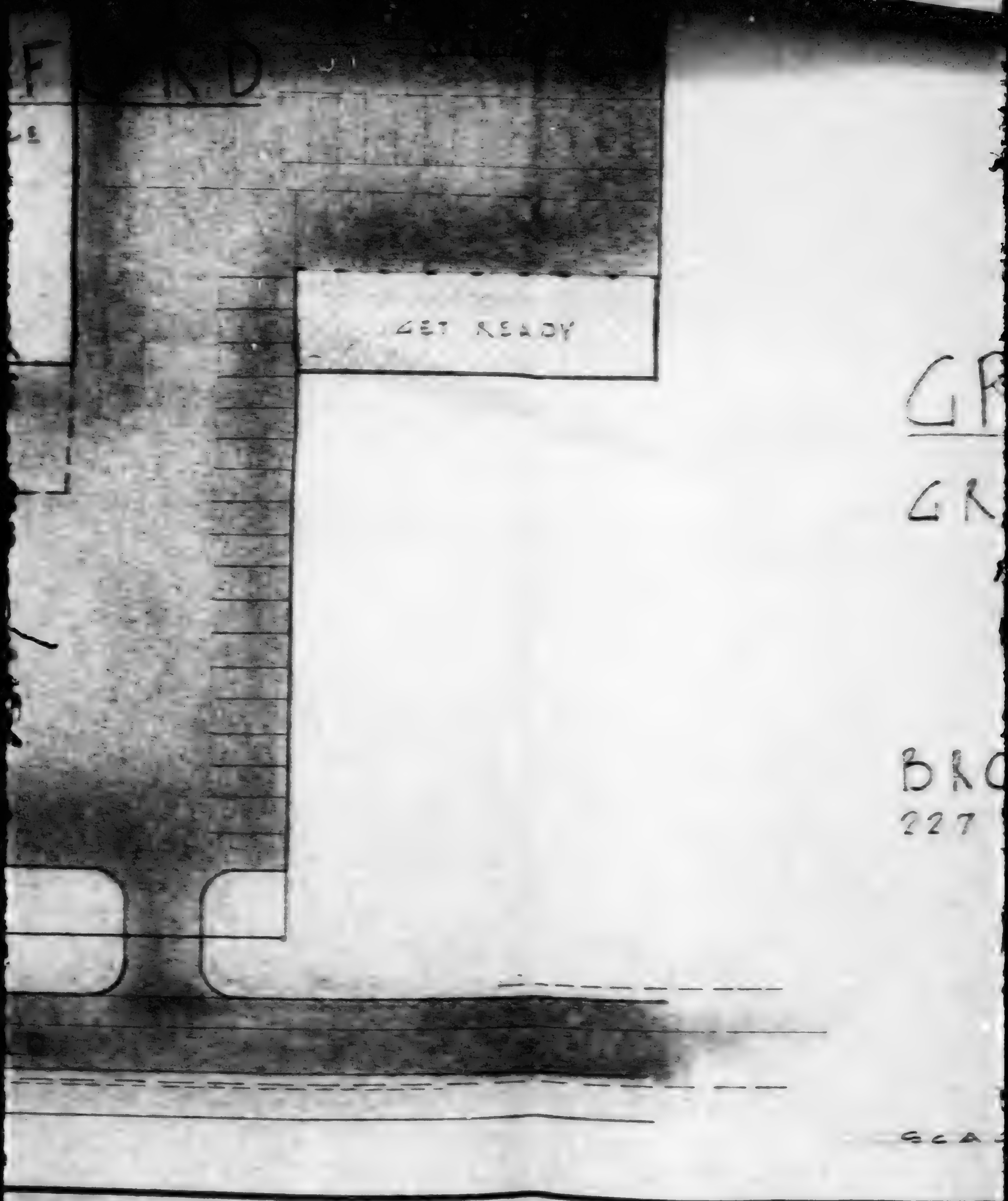
SHAM OREG

LIMINARY
TE PLAN
FOR
M AUTO AGENCYS
OREGON


McROBERT
SCREEN
SER
DE
L
NEW CAR STORAGE
BODY SHOP
BUCK AMBULANCE
NEW CAR STORAGE &
EMPLOYEE PARKING
HOGAN
RO
2" H.P. NAT. GAS
2" G.I.P. WATER LINE TO BE ABANDONED


McROBERT FORD
EEN
CAR
ORAGE
SERVICE DEPT.
SHOP
NEW CAR STORAGE &
EMPLOYEE PARKING
HOGAN ROAD
2" G.I.P. WATER LINE
TO BE ABANDONED


BERT FORD
SERVICE DEPT.
GET READY
NEW CAR STORAGE &
EMPLOYEE PARKING
H
ROAD
2" G.I.P. WATER LINE
TO BE ABANDONED


F ORD
GET READY
GR
GR
BRO
227
SCA

ELIMINARY

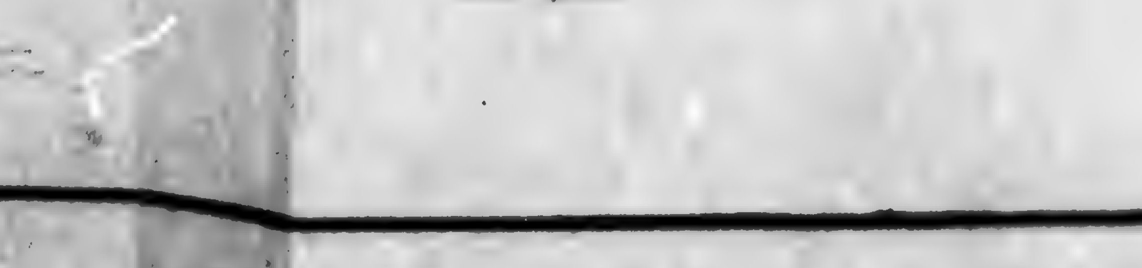
ITE PLAN

FOR

AM AUTO AGENCYS

OREGON

ARCHITECTS
SELIG, & ORINGDULPH
PORTLAND, OREGON



RECEIVED
JAN 31 1963
FORM E-30 50M 9-61 34397
FOR FILING

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1963

To: Mr. Lloyd P. Shaw
OFFICE

SUBJECT: Cooperative Project
Mt. Hood Highway
City of Gresham

Pursuant to your letter of January 18 regarding the subject, I called on Mr. Stafford Dowsett, Chairman of the Street Commission on the City Council of Gresham.

I advised Mr. Dowsett that our general policy is to set up a cooperative project for such requests as the city has made, wherein the city furnishes 25% of the cost of the project, and that he should take the matter up with the City Council and write us a letter stating that they would be willing and able to furnish the required cooperative funds when and if the project were approved and constructed.

I further advised that many cities were asking for projects such as this and we have no funds at this time to do any of them, but if they wanted to assure us of their willingness to cooperate at a future time we would place their request on file and would again contact them when State funds become available.

H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: I. A. DeFrance
A. E. Johnson
Tom Edwards

NOTED
LLOYD P. SHAW

RECEIVED
JAN 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1963

SUBJECT: Request for Curbs
Mt. Hood Highway
City of Gresham

To:

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

Attached is the file concerning subject request. Field Maintenance Engineer Hunter recommends that this request be denied on the basis of there being no available funds.

DMS Rohrbough estimates the project would be approximately 0.56 mile in length, involving 9,130 lineal feet of curb at a cost of about $85,000 and with the necessary drainage, grading and paving, an overall cost of approximately $200,000.

If you concur in Mr. Hunter's recommendation, please advise and we will ask Division Engineer Johnson to so notify the City of Gresham.

John A. Phillips
John A. Phillips
Maintenance Office Engineer

JAP:hl

cc: A. E. Johnson
D. D. Rohrbough

Shaw

RECEIVED
JAN 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-60 43609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 4, 1963

SUBJECT: Request for Curbs
City of Gresham
Mt. Hood Highway

To: Mr. I. A. DeFrance
Maintenance Engineer
Salem, Oregon

Enclosed is a copy of a letter from the City of Gresham signed by Mr. S. A. Dowsett, Chairman of the Street Committee, requesting the Highway Commission to install curbs on the Mt. Hood Highway throughout the city of Gresham where they do not already exist. Also enclosed are copies of reports from Mr. Darel Rohrbough, D.M.S., with two maps indicating locations where curbs exist and where they do not exist.

Mr. Rohrbough advises me that this request is a result of our recent improvement on Powell Boulevard between 82nd and 92nd and believes that the City of Gresham would like a similar improvement throughout their city, especially in view of our proposed relocation of the Mt. Hood Highway which will probably bypass the city of Gresham.

Obviously, this is a large project, as indicated by Mr. Rohrbough's "shot gun" estimate, and would involve not only curb construction but drainage and paving as well.

It is recommended that this request be denied due to lack of funds, since this office knows of no funds to be used for this purpose. It is also recommended that this request be referred to the City-County Relations to ascertain if the City of Gresham is in a position to finance a portion of this, with a view to a possible project in later years.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: F. D. Morgan
D. D. Rohrbough

FORM E-20X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
December 26, 1962

SUBJECT: Request for Curbs in
City of Gresham on:
Mt. Hood Highway ...

To:

Mr. A. E. Johnson
Division Engineer
OFFICE

Attached please find copies of a letter which I recently received from Mr. S. A. Dowsett, Chairman of Street Committee in the City of Gresham. I am also enclosing three prints of map of Gresham. On these prints, I have shown by red pencil, the sections which have existing curbs.

I have replied to Mr. Dowsett telling him that his request is being referred to your office for study and reply.

D. D. Rohrbough

D. D. Rohrbough
District Maintenance Superintendent

DDR:mb
cc
Attachment (6)

map - Mr. Shaw

City of Gresham

Y HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

Mr. Darel Rohrbough
State Highway Commission
P.O. Box 4699
Portland, Oregon

Dear Mr. Rohrbough:

The City of Gresham wishes to request the State Highway Commission to install curbs on Powell Blvd. throughout the City of Gresham where they do not already exist. The City considers this necessary to facilitate drainage.

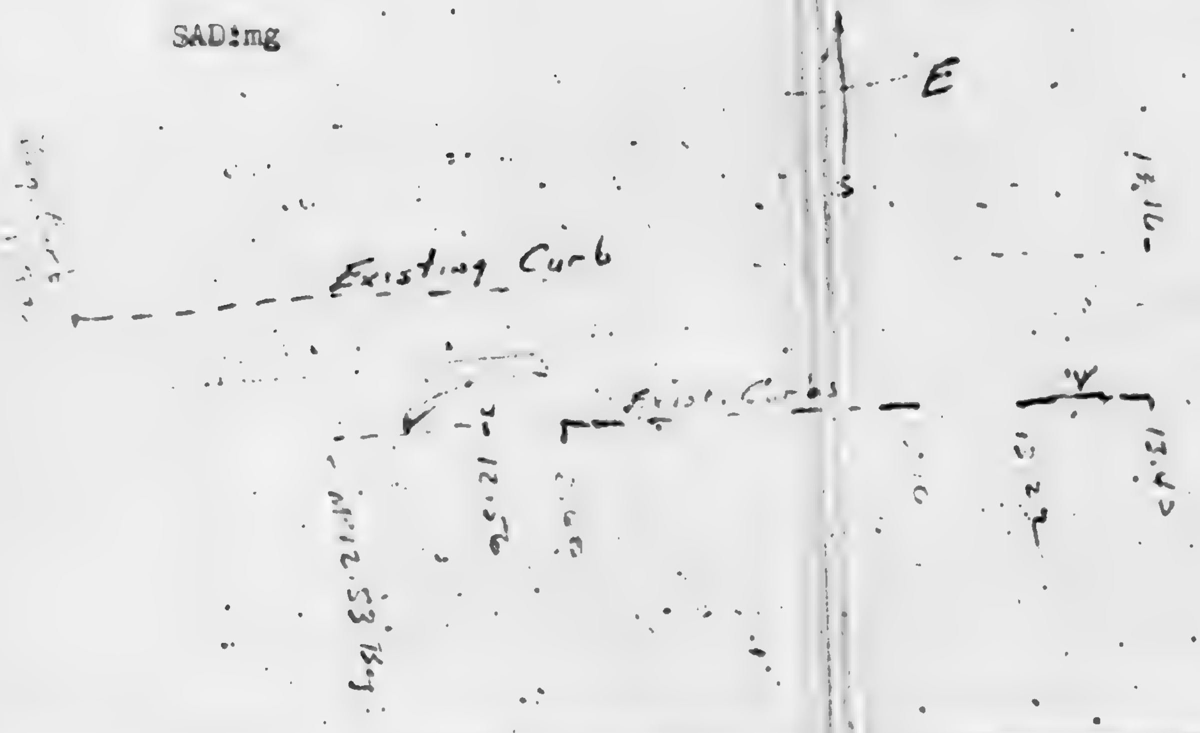
We will appreciate it if you will take the necessary steps to initiate action on this matter.

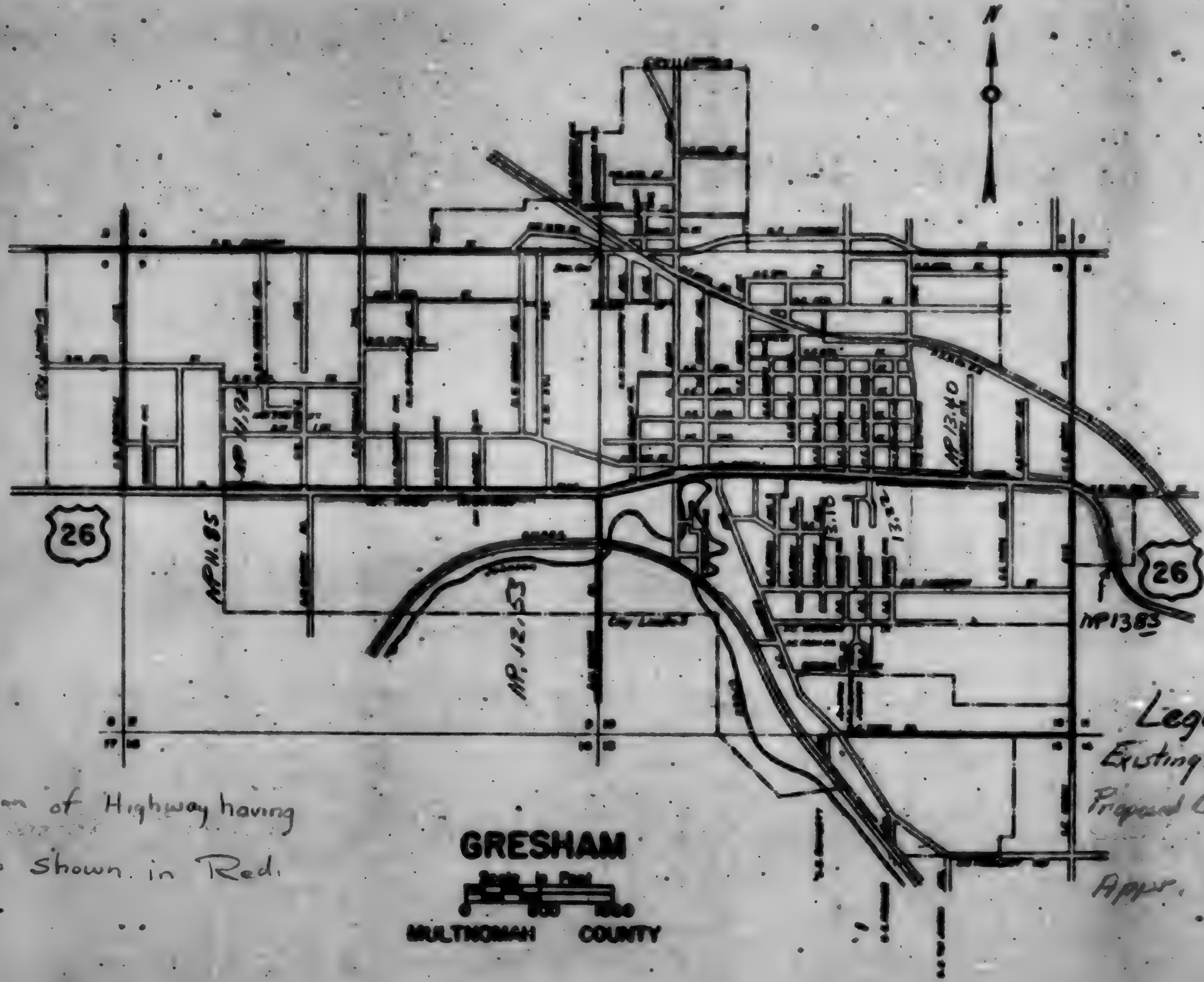
Very truly yours,

CITY OF GRESHAM

S.A. Dowsett, Chairman
Street Committee

SAD:mg





GRESHAM

Section of Highway having
Curbs shown in Red.

Legend
Existing Curbs in Red
Proposed Curbs in Blue

Appr. 9130 lin. ft

7847 Independence Jct.-W. Salem Bikeway 1972
Sec. on Willamina-Salem Highway
(Grading and paving)

7847

8

June 11, 1974

St. Paul Fire & Marine Ins. Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 7847 awarded to Salem Road and Driveway Co., for work on the Independence Junction-West Salem Highway Project of the Willamina-Salem Highway in Polk County was completed on February 8, 1974, and accepted by the Administrator and State Highway Engineer on June 3, 1974.

Final payment in the amount of $10,718.27 will be released to the contractor after June 16, 1974. The total contract amount is $281,291.69 including $44,601.26 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

C. T. Kessey
Walt Hart
V. E. Shoog Attn: Dick Hacek
C. O. Fredrickson

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 22, 1974

SUBJECT: West Salem Bikeway
Willamina-Salem Highway

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached is your copy of a memo to the file from Jim McClure indicating an apparent problem on the West Salem Bikeway. I wouldn't be at all surprised but what the girl does experience a problem, considering that the bikeway is black.

I checked with Clarence Swenson and his attached memo indicates estimated cost per square yard to apply Portland Cement to get the path white. Expanded, this figures out to somewhere between \$1500 and \$2000 per mile. This could be beneficial to the cyclist riding at night.

What would be your reaction to trying this treatment, on an experimental basis, on the Rickreall-Monmouth bikeway or perhaps a portion of it, or perhaps we could try it on the ~~West~~ East Salem bikeway that isn't very long.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

3-26-74
orginal to Vic Wolfe

Vic 3-26-74
The cost seems too high to justify based on one complaint.
ESH

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 22, 1974

To: FILE

SUBJECT: Headlight Glare
West Salem Bikeway
Willamina-Salem Highway
Polk County

Yesterday morning I received a call from Ms. Linnea Langbartel relating her experiences while cycling the subject bikeway at night, opposing oncoming headlight glare from automobiles.

She indicated almost total blindness and could not distinguish where mailboxes, signposts, et cetera, were located along the "black" AC surface of the bikeway.

She feels some type of edge striping along the bikeway would be an aid to the cyclist for orientation purposes.

I told her that we would look into the problem and that I appreciated her call, since we were not aware of the problem.

James D. McClure
Bicycle Route Engineer

JDM:mc

cc Victor D. Wolfe
E. S. Hunter ✓

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 21, 1974

TO Victor D. Wolfe, Location Engineer

C. G. Swen

FROM C. G. Swenson, Specifications Engineer

SUBJECT Cost of Applying Portland Cement to A. C. Bikeways

Cliff Layton checked with the Salem Roads and Driveways Construction Company regarding the cost of applying a coat of portland cement to A. C. Bikeways. They gave him an estimated cost of $0.30 to $0.40 per square yard broken down approximately as follows:

Operation	Est. Cost Per Sq. Yd.
Preparation	$0.05 - $0.10
Furnish Cement	$0.05 - $0.05
Application	$0.20 - $0.25
	$0.30 - $0.40

(One sack of cement will cover about 60 square yards.)

CGS:jh

RECEIVED
MAR 21 1974
LOCATION SECTION

-7847

5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Independence Jct.-West Salem Bikeway

WEEK ENDING: March 9,1974

SECTION PREFIX: 827-1122

HIGHWAY: Willamina - Salem

COUNTY: Polk

NAME OF JOB: West Salem Bikeway

KIND OF WORK: Grading & Paving

CONTRACTOR: Salem Road & Driveway

CONTRACT NUMBER: 7847

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 12/12/72

DATE WORK STARTED: 2/13/73

ESTIMATED COMPLETION DATE: 2/8/74

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 275

CALENDAR DAYS USED: 260

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 321,000

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 288,366

ENGINEERING AUTHORIZATION: $ 32,664

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 289,050

ENGINEERING COST TO DATE: $ 47,320

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %

PERCENT OF AUTHORIZATION: 145 %

DATE PROJECT WAS COMPLETED: 2/8/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.91	4.91			
MILES PARTIALLY COMPLETED	---	---			
MILES COMPLETED	4.91	4.91			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3820 hrs	26000 ft			
TOTAL QUANTITIES CORRECTED TO DATE	3920 hrs	26000 ft			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3920 hrs	26000 ft			
AVERAGE DAILY QUANTITIES	---	----			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				K 5
WEDNESDAY				
THURSDAY				
FRIDAY				BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 SUNDAY	
4 MONDAY	One man in the office on the semi-final.
5 TUESDAY	One man in the office on the semi-final.
6 WEDNESDAY	One man in the office on the semi-final.
7 THURSDAY	Semi-final sent to Region
8 FRIDAY	
9 SATURDAY	

REMARKS

Job completed, FINAL report.

SIGNED LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7847

FORM E-20-X (12-67

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 28, 1974

Salem, OR 97310

To: T. W. Litchfield
Regional Maintenance Engineer
East Salem Highway
Office Building
Salem, OR 97310

SUBJECT: Bikeway Crossing
Independence Junction-West Salem
(Bikeway) Section
Willamina-Salem Highway
Polk County
Contract No. 7847

I received and reviewed the sketch you forwarded to me on February 22, 1974 and while it contains certain information necessary, I feel that a more complete drawing of this interchange will be required by Southern Pacific Transportation Company. I would appreciate it if you would have this drawing prepared by the Resident Engineer in charge of the project.

I reviewed the crossing in the field and the white traffic markers do delineate the boundaries of the crossing more effectively and when the yellow traffic markers are installed in the center line this will make this basically a very satisfactory crossing. It might be well to install additional traffic markers between the elements of the railroad track to bring this completely through the crossing.

We still need some manner of demarcation to attempt to prevent the bicyclist from cutting the corner as we have discussed previously. I feel that using an asphalt tack coat with 3/4"-1/2" gravel in the area between the bikeway crossing and Edgewater Street will deter the shortcutting across the curvature. Please have this indicated on the drawing which I have requested be prepared.

J E Chidsey

J. E. Chidsey
Railroad and Utility Engineer

JEC:jrk

cc: H. S. Coulter
C. T. Keasey
J. B. Boyd
Loren Weber

MAR 1 1974
Office of
Assistant State Highway Engineer

K

/ 7847 5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION NOTED

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 29, 1974

FILE: 827-1122

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: West Salem Bikeway

TO: Floyd Lacey
DISTRICT ENGINEER

The allowable 5 percent overrun in the 2nd Authorization of the West Salem bikeway project would be exceeded by approximately 3 percent if all of the existing and yet to be issued State Force Orders were fully expended. We have been requested to not seek another increase in the authorization.

Therefore, it will be necessary for you to limit the total State Force expenditure to $7,500. This is to say that you will have some liberty on where the funds can be expended but that you will not be able to expend the total sum shown on the face of the existing orders. Also you will need to make allowance for the signal revisions that still need to be authorized. Any expenditure in excess of the $7,500 will have to come from your Maintenance and/or Betterment budget.

The orders involved are:

Number	Description	Amount
*1	Signing	$ 3,500.00
2	Cancelled	
*3	Clearing	100.00
**4	Landscaping	10,000.00
*5	City Sewer Problem	120.00
**6	Extraordinary Maintenance	5,000.00
*7	Signals	

*These items have already been expended or cannot be avoided.
**These items should be cancelled in part or in total by yourself to conform with the $7,500 limitation.

GW/ek
cc: H. S. Coulter
John Bond
Loren Weber

RECEIVED
JAN 30 1974
Office of
Assistant State Highway Engineer

K

7847

5

bc: E. S. Hunter
[illegible] B. Coulter
J. H. Versteeg
C. T. Keasey
J. L. Sollis
C. O. Frederickson
Loren Weber
J. W. Valentine

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 17, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Revised Easement Description
Independence Jct.-West Salem
Bikeway Section
Willamina-Salem Highway
Polk County
Contract No. 7847
R/W File: 47733
SPTC File: 911414-315

NOTED
E. S. HUNTER

Dear Sir:

Enclosed for your information and use are five copies of a revised description covering the permanent easement for the bikeway on the Independence Jct.-West Salem Bikeway Section of the Willamina-Salem Highway in West Salem. This permanent easement covers the crossing of our bikeway over the spur track adjacent to Edgewater Street in West Salem.

This description is being furnished to you for incorporation in the Easement Indenture which Southern Pacific has been asked to grant to the Oregon State Highway Division covering the bikeway encroachment crossing of the Southern Pacific spur line.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

RECEIVED
JAN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7847

From the desk of:
H. Scott Coulter

1-22-74

John B. —

I suggested to Chuck this AM that they take a good hard look at this job and see if they can't get by w/o going to Comm. - Eliminate such things as SFO for maintenance, cut back on engr. expense, etc. —

Scott

NOTED
H. S. COULTER

RECEIVED
JAN 21 1974
Office of
Assistant State Highway Engineer

FORM 8-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1974

SUBJECT: Independence Jct.-West Salem Bikeway
Contract No. 7847
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

It has become necessary to ask for a second increase in authorization on this project. At its July 10, 1973 meeting, the Commission approved a 15.2% increase in the amount of $42,423.33. Since then, there have been several more significant added orders.

EWO No. 8 revised curb ramps for $6,000.

EWO No. 10 made changes and additions at the ends of walks on the Center Street and Marion Street Bridges to accommodate the Bikeway route for $1,500.

EWO No. 11 revised the bikeway crossing on the railroad in West Salem for $1,100. EWO No. 12 did some low fencing and experimental work trying to reduce erosion on some of the steep new cut slopes by placing wire mesh, slope flattening and cleaning for $2,500.

P.A. No. 14 added granular backfill material on the section from College Drive to Capital Manor, where the City of Salem had recently installed their water and sewer lines and the bikeway had to be built over the top of them on poorly compacted trench areas. This added another $2,500.

SFO No. 6 has been approved in the amount of $5,000 for additional cleanup of erosion material accumulating from the new steep slopes, or what might be called exceptional maintenance. This work will be done next spring to get the path in shape for summer use.

The contractor's work is almost complete awaiting only suitable conditions to do some AC patching and minor work mostly on the west end of the project where the City Utility involvement delayed the regular contract work into the winter season. All of this delay and added work, have increased the engineering charges so that this second request includes an additional $12,336 on this item. The total overrun is expected to be $25,447.13, or 7.9% more than the amount presently authorized. This would be to a new total authorization of $346,447.13.

Rough draft letter to the Transportation Commission on this basis is attached.

JAB:fr

Attach.

cc: V. L. Gallagher

7847

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 17, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Salem-Rickreall Hwy.
Bike Path Structure at Oak Knoll
Br. 16127

NOTED
E. S. HUNTER

Mr. Ken Wolfe, Resident Engineer, called today and informed me that Mr. Paul Riedl, Area Engineer for the FHWA, requests that the subject structure be constructed without a column in the median and with the footings for the end bents high enough upon the cut-back that errant cars cannot reach them.

He also indicated that according to the Bike Path Design Manual written by Bob Hector, the structure may have to be 12 feet wide.

The foundation material at this location is wet, and, therefore, piling may be required. Marion Craft should make the inspection or exploration necessary to determine the need for piling.

RWE/ag

cc C. T. Keasey
V. D. Wolfe
J. H. Versteeg
L. L. Wallace
C. O. Fredrickson
M. A. Craft
K. Wolfe
J. E. Backstrand

RECEIVED
SEP 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg V
A. Olson
2 Terpin
Scott
JH copy Swenson
R. Olson
Trout VF

RECEIVED
SEP 18 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7847

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1973

SUBJECT: SPRR Crossing Revision
West Salem Bikeway
Polk County

To:

Mr. C.O. Fredrickson
Region 2 Engineer

NOTED
E. S. HUNTER

In reference to Mr. Wimer's September 4 letter, the subject railroad crossing has been reviewed.

The attached modified plan for the bikeway uses additional railroad right of way, which has been cleared through Mr. Chidsey, accomplishing a much more desirable crossing. The sketch shows a 45 degree centerline crossing with standard curvature and additional pavement widths to allow the cyclist to cross at a 60 degree angle to the rails if desired.

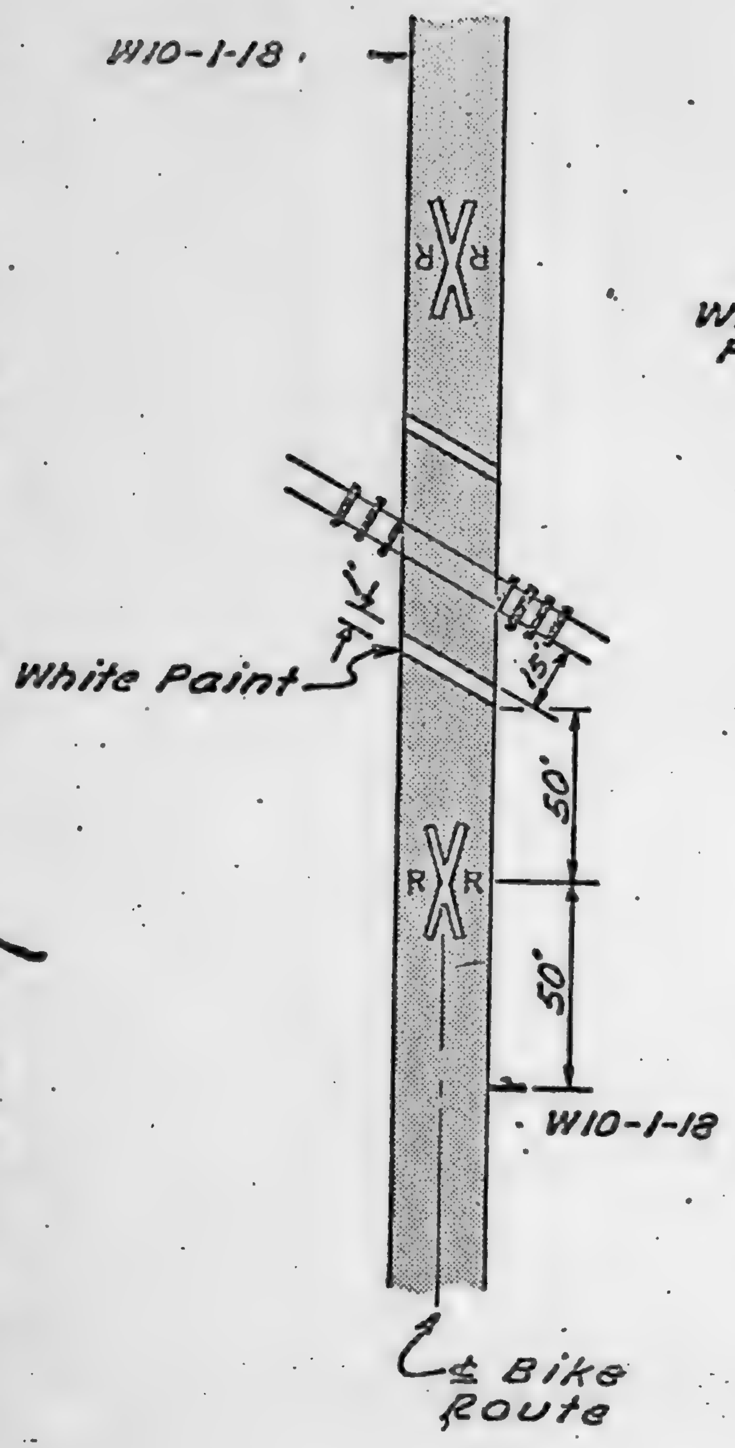
Please proceed with this modified crossing to improve the flat skew angle crossing that now exists. Also enclosed is a sign drawing showing typical signing and pavement markings for bikeway grade crossings. This signing will properly warn the cyclist of the approaching railroad crossing.

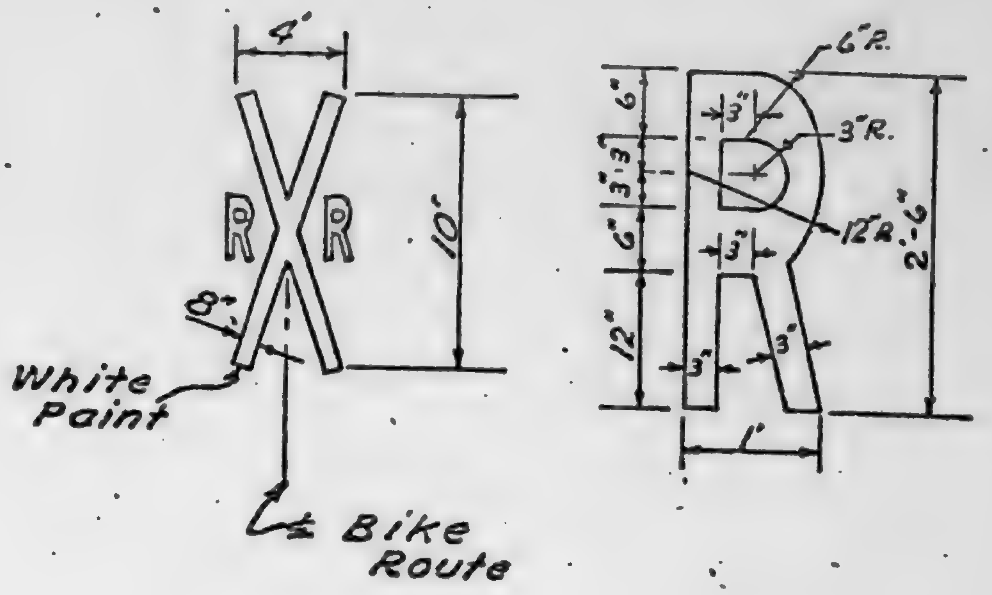
Victor D. Wolfe
Location Engineer

JDM:jp
Attach
cc: E.S. Hunter
James E. Chidsey

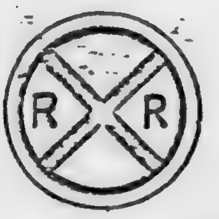
RECEIVED
SEP 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TYPICAL SIGNING AND PAVEMENT MARKING AT RAILROAD–BIKE ROUTE GRADE CROSSING



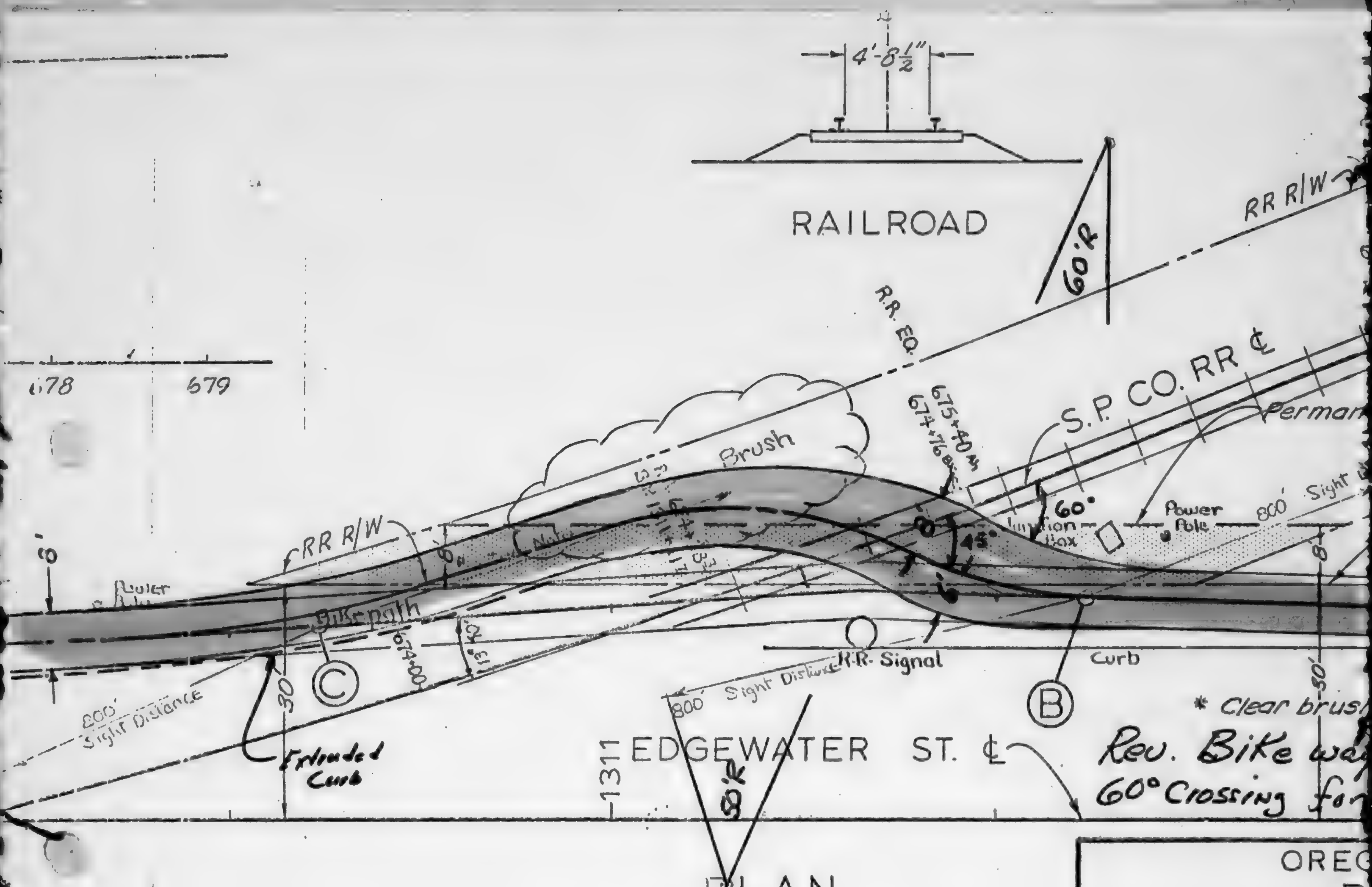


RECEIVED
DEC 8 1972
LOCATION
SECTION



SIGN SPECIFICATION					
Sign No.	Size	Letter	Stroke	Border	Margin
W10-1-18	18" Dia.	4" E	1 7/8"	5/8"	3/8"

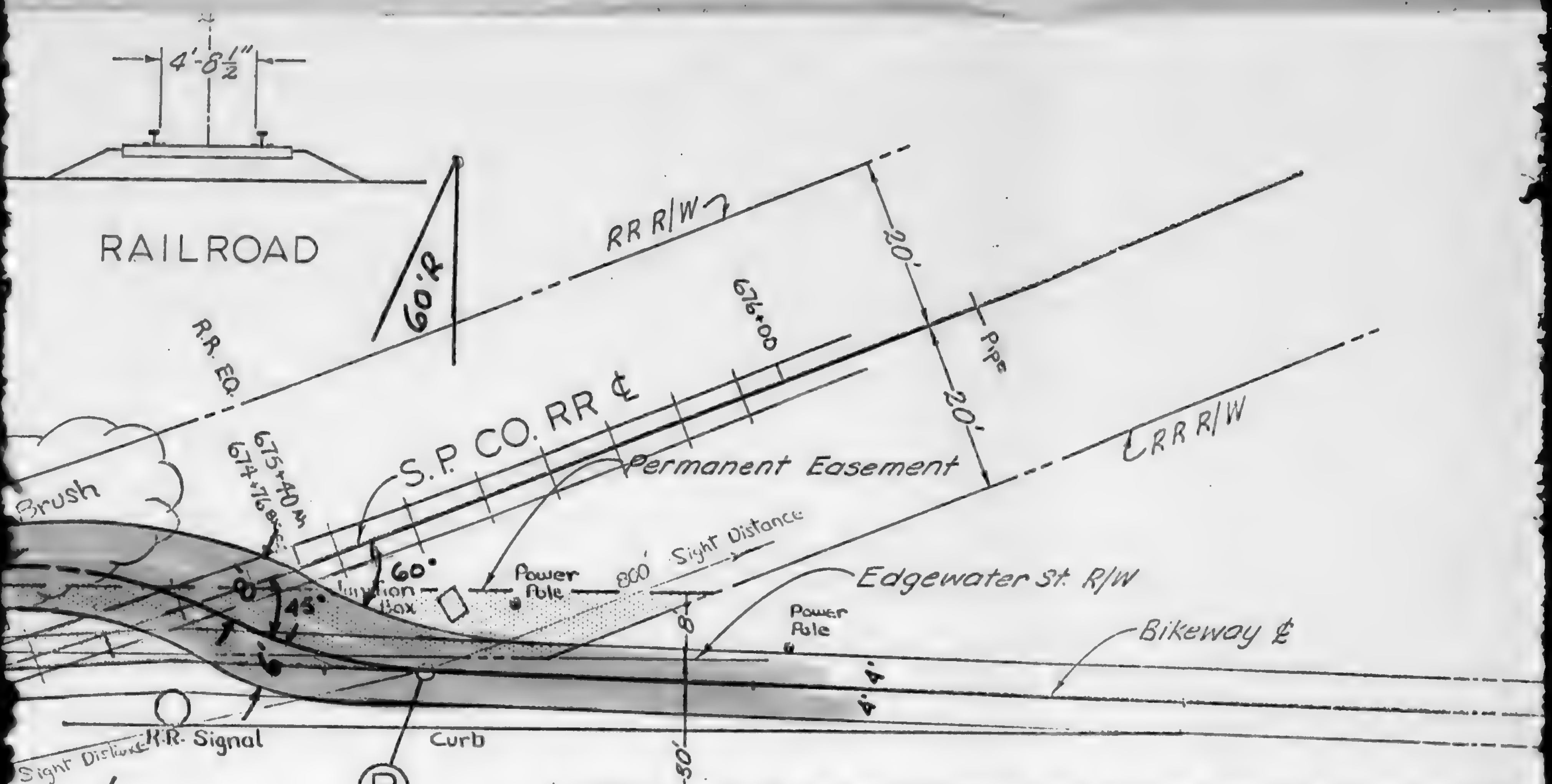
Type "D"



PLAN
Scale: 1" = 20'

OREG
P.
BIKEWAY C
INDEPENDEN
WILL

SCALE: AS NOTE



* Clear brush to left of Bikeway Sta. 1311 to allow 800' sight dista

EWATER ST. ℄

Rev. Bikeway Xing w/45° ℄ Crossing and optiona
60° Crossing for Cyclists. Sept. 12, 73

PLAN
ale: 1" = 20'

OREGON STATE HIGHWAY DIVISION
P.U.C. MAP & PROFILE
BIKEWAY CROSSING OF S. P. TRANS. CO.
INDEPENDENCE JCT.-WEST SALEM BIKEWAY S
WILLAMINA - SALEM HWY.
POLK COUNTY
SCALE: AS NOTED DRG. NO. 9B-10-17 MARCH '9
FILE NO. 47733

7847

August 16, 1973

Salem Road and Driveway Company
Post Office Box 603
Salem, Oregon 97308

Gentlemen:

We have reviewed your request for a 50-day extension of the contract time on Contract No. 7847 for work on the Independence Junction-West Salem Bikeway Section of the Willamina-Salem Highway in Polk County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 50 days is granted which should allow sufficient time for completion of the project without assessment of liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
V. L. Gallagher

fw srb

7847

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 16, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Independence Junction-West Salem Bikeway Section
Willamina-Salem Highway
Contract No. 7847

Salem Road and Driveway Company, contractor on this project, has requested a 50-day extension of time citing a delay on one segment of their project awaiting installation of new City utility lines and work added to the contract by price agreements, extra work orders and bid item overruns. The project was contracted in December 1972 with 225 straight calendar days allowed. This time expired August 9, 1973, and liquidated damages accrue at the rate of $100 per day.

After the contract was awarded, it became known that the City of Salem intended to replace both water and sewer lines on the section from Rosewood Drive to College Drive, which is about 2,200 feet in length. The City formally requested that we delay our bikeway work on this section until their new work was accomplished. Our contractor's work was formally suspended on this section and is still not started. The City work is under way and it is expected that our contractor will have access to this section soon. On just a time-money basis, the added orders and overruns justify 38 days' extension.

I have granted a 50-day extension of time on this project. This is a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

A. E. Johnson
bc: C. W. Head
George M. Baldwin
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw srb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
August 10, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Independence Jct.-West Salem Bikeway
Contract No. 7847
Request for Time Extension

FROM:
John A. Bond
Construction Administration Engineer

Salem Road and Driveway Company requests 50 days extension for two reasons: a delay on one segment of their project awaiting installation of new City utility lines and work added to the contract by price agreements, extra work orders and bid item overruns. Both these reasons are valid, but the time to assign to the utility exclusion area cannot be clearly established yet.

This project was contracted in December, 1972 with 225 straight calendar days allowed. This number of days expired August 9, 1973. After we had a contract, it became known that the City of Salem intended to replace both water and sewer lines on the section from Rosewood Drive to College Drive which is about 2,200 feet in length. The City formally requested that we delay our bikeway work on this section until their new work was accomplished, which they are doing by separate contracts. Our contractor's work was formally suspended on this section and is still not started. However, the City work is under way and it is expected that our contractor will have access to this section soon. Our contract is about 86 percent completed so the major remaining work is on this last 2,200 foot delayed section.

On just a time-money basis, the added orders and overruns justify 38 days extension (the contractor apparently assigns only 20 days of his request to this reason). The Region recommends only a 38-day extension at this time, leaving the stop work section reason open for further extension if necessary. I lean towards the idea of granting the 50 days as requested by the contractor. That amount of time is justified and I believe this would be a more forthright response to his request. He is entitled to an answer. A 50-day extension would only run until late September and it appears likely the contractor should be done by then.

This is a State project. Rough draft letters to the Commission and the contractor on the basis of a 50-day extension are attached.

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7847 Contractor Salem Road & Driveway Co.

Highway Willamina - Salem

Section Independence Jct. - West Salem Bikeway

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend the 50 days requested for the ordered delay in work on 2,200 feet section where City doing water and sewer line work, plus effect of accumulated added orders and bid item overruns.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7847
Project designation State (State-Federal)
Date awarded 12/12/72
Work started 2/13/73
Per cent completed 86 7/31/73 (Date)
No. of Workdays Allowed 225
No. of Workdays Used 211
No. of Added Workdays Requested 50

State Printing 27030

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 27, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 275 days, within which to complete our Contract No. 7847, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our attached letter

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

George A. Lindahl
By George A. Lindahl, Secretary

CONSENT OF SURETY

Date July 27, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-fact

(SEAL)

Resident Agent

7847

FORM 2-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1973

NOTED
H. S. COULTER

SUBJECT: "Foreman" Claim
West Salem Bikeway
Contract No. 7847

To: C. O. Fredrickson
Region Engineer

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

I have reviewed the special provisions and the standard specifications for the subject project and my analysis is as follows:

1. The special provisions for "Roadwork - Hourly Rate Basis" state in effect that the work shall be done in accordance with Section 221 or the standard specifications.

2. Section 221.02 states that the work is to be done "under the direction of the engineer and the contractors operations shall at all times be in accordance with the engineer's instructions." Also, "The provisions given in Part 100, General Provisions, shall apply to the work insofar as they are not in conflict with the specifications of this section."

3. Section 221.05 states in part "The terms 'labor' and 'laborers' herein are exclusive of equipment operators, oilers, tenders, superintendents, non-working foremen, equipment servicemen and equipment repairmen." (Emphasis added).

4. Section 221.06 states "The contractor shall furnish, without direct compensation, a job superintendent or contractor's representative..." (Emphasis added).

5. Referring back to Section 221.02 and its reference to Part 100 of the General Provisions, Section 105.05 states "The contractor shall have on the work at all times, as his agent, a competent superintendent capable of reading and thoroughly understanding the plans and specifications and thoroughly experienced in the type of work being performed, who shall receive instructions from the engineer or his authorized representatives." (Emphasis added).

6. Section 109.07 does not apply, in that it refers specifically to "Extra Work" beyond that anticipated in the contract bid items.

RECEIVED
AUG 1[illegible] 1973
Office of
Assistant State Highway Engineer

Putting this all together then, the contractor, without any additional direct compensation, is required to have on the project at all times as his agent, a superintendent or "contractors representative" who shall receive instructions from the engineer and who shall have full authority to execute orders or directions of the engineer without delay.

In this instance, Mr. Voigt and/or Mr. Wood could be considered as the required "superintendent" at such times as they are on the project, but in their absence, Mr. Shull would be acting in the capacity of "contractors representative", with no direct compensation from the State to the contractor.

It would appear then that unless Mr. Voigt or Mr. Wood spend a substantial amount of time on the project, Mr. Shull would have to be considered as a full-time "contractors representative".

They only way I can see for direct compensation for Mr. Shull's time would be if he were acting as a working foreman, directing and physically assisting a labor crew, under the overall job supervision of a full-time contractors representative.

This does not appear to be the case, and I recommend that the claim be denied unless there are other extenuating circumstances not included in the material presented.

CTK:fw

cc H. S. Coulter

827-1122

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 8, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM C. O. Fredrickson
C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Foreman Claim
West Salem Bikeway

Salem Road and Driveway Company has been pressing for payment of George Shulls wages. They consider him a working foreman. They consider Dan Voigt and Bob Wood as fulfilling the superintendent requirement of standard specification 105.05 and 221.06. See six attached letters for history and details.

Standard specification 109.07 clearly specifies payment on the foreman's wage on extra work. Section 221 on hourly rates for equipment rental type projects makes no similar provisions.

It is my contention that other contractors bid on the basis of having only a superintendent, laborers, and equipment operators. In fairness to them, it is my opinion this claim should be denied.

However, Regional Construction Engineer, Gerald Wimer is of the opinion payment should be made. He apparently had some verbal sympathy from Construction Administrative Engineer, John Bond. I am unable to confirm that opinion from Mr. Bond. May we have your review?

GW/COF/ek
Attachs.
cc: Loren Weber

Routing
1 Keasey K
Bond
Jackmond
Hardt
Johnson
Walker

RECEIVED
AUG 9 1973
CONSTRUCTION SECTION

Pease E
Glenn
Berg

FORM E-30

827-1122

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
JUL 27 1973
F [✓ RE] [✓ RCE] [✓ RME] ☐ RIE ☐ ROE G
☐ UEE ☐ GEO ☐ TA ☐ FILE ☐

DATE July 26, 1973

TO Mr. Gerald Wimer
Regional Construction Engineer

FROM Loren A Weber
Loren A. Weber
Resident Engineer

SUBJECT Time - George Shull - East Salem & West Salem

As per your request, I have run a check of the approximate time worked as a Foreman on the equipment and labor time items.

Mr. Shull is paid $255 per week plus 23% loading which comes to $7.84 per hour. Using this, the West Salem project which has approximately 320 hours, would be $2,508.80. East Salem which has 69 hours equals $540.96.

These are less than if we were to pay the contract labor prices of $8.40 per hour.

827-1122

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 5, 1973

TO C. O. Fredrickson, REGIONAL ENGINEER

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER Jerry

SUBJECT Foreman Claim
West Salem Bikeway

Dan Voigt and Bob Wood of Salem Road & Driveway Company met with Loren Weber and myself Thursday, March 29th. They asked we reconsider paying George Schull as a working foreman. There is no bid item for this. They suggested for PA purposes his salary converted to an hourly basis plus the usual payroll additives or if this was not agreeable to pay him at the contract bid price as a laborer.

They contend they are the superintendent required by Standard Specification 105.05 and 221.06.

They claim Standard Specification 221.02 waives them of the obligation to provide a working foreman. They want to withdraw Mr. Schull during the equipment rental portion of the work.

I have instructed them not to do this and have promised a review. I am sympathetic. The matter has been discussed with Mr. John Bond and yourself. You were to follow up.

GWW/sr

827-1122

HM 5-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 28, 1973

REGION 2 ENGINEER
RECEIVED
MAR 30 1973
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ HUE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

SUBJECT:

To: Memo to the Files

A meeting was held in the afternoon of Thursday , March 29, with Messrs. Dan Voigt & Bob Wood of Salem Road & Driveway and Gerald Wimer of Highway, the topic of conversation was whether the Contractor should furnish a foreman for the work without direct compensation.

To date, we have operated on the idea that the Specs. required a foreman with the payment to be included in one or more of the Bid items. The Contractor feels that the manner in which the Specs. are written ~~lad~~ lead him to believe that we are going to furnish the job Supervision and direct the daily operations in the field, in such a manner that a foreman would not be necessary,.

Mr. Wimer after listening to the arguments, said he would take the question under advisement and felt there are 3 possible ways of handling the problem; 1, Continue as we have been on the basis of the understanding that a foreman is required but that there is no direct payment to be made based upon our interpretation of the Standard Specifiections. 2, That possibly a price agreement be made based upon an hourly breakdown of what they pay their Foreman by the month including the overheads. 3, Claim the Foreman on the daily report as a laborer.

Respectfully yours,

Loren A Weber

Loren A. Weber

Salem, Oregon

March 22, 1973

Loren A. Weber, RESIDENT ENGINEER

C. O. Fredrickson, REGIONAL ENGINEER

Independence Jct.-West Salem Bikeway
Willamina-Salem Highway
Polk County
Contract #7847

We reviewed your letter of March 20, 1973 regarding the furnishing of, and payment, for a foreman on the subject project and the letter from Robert E. Wood which you enclosed with your letter. Although the specifications state that the work is to be done under the direction of the Engineer and that the contractor's operations at all times shall be in accordance with the Engineer's instructions, I can see no place where the Engineer is to serve as the project superintendent or foreman.

It would be our opinion that either a foreman or a superintendent should be furnished in accordance with Section 221.06 and that his wages should be included in the prices bid for the equipment rental or included in some other item of the contract. Please advise your contractor of this opinion.

COF/sr

221.06 BP 143
105.05 para 3 BP 32
109.07 (a-1) BP 93

REGION 2 ENGINEER
RECEIVED
MAR 21 1973

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

cc. C.T. [illegible] w/attach. [illegible]

827 1122
824 ~~1131~~

ORM E-30 (REV. 10-69)

REGION 2 ENGINEER
RECEIVED
MAR 21 1973
[✓ RE] [✓ RCE] ☐ RME ☐ RIE ☐ HOE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 20, 1973
Salem, Oregon

SUBJECT: Contractors letter RE foreman
Independence Jct. West Salem
Contract # 7847 -
East Salem Bikeway
Contract # 7844

To: Gerald Wimer
Regional Construction Engineer

Herewith a letter from Mr. Wood of Salem Road & Driveway setting forth why he believes that either he should not be required to furnish a foreman or if he is, that there should be some way of obtaining payment for the man.

To date, I have taken the stand that he is supposed to furnish a foreman under the provisions contained in 221.06 " Superintendence and Service personnel", but his answer to this has been that he is the job superintendent or contractors representative and while he dose not get payment himself, neither is he able to be on the job ~~all~~ at all times while we feel that there should be a company man there who is capable of directing the contractors personnel and equipment as I don't feel we are trained to do so but rather to ascertain when the finished product is acceptable, The issue becomes clouded to one, however, when I read the last portion of 221.05 which defines labor or laboers as being exclusive of equipment operators oilers, superintendents, non working FOREMEN, equipment servicemen and repairmen. The exclusion of a nonworking foreman would seem to say that if the formen was working he should be paid.

To date, the forman George Schull, has been working part of the time performing tasks that could be done by a laborer rather than getting an additional man for short periods of time. We have been showing him on the daily work report separately for these periods pending a decision as to whether he may be paid at least laborers wages while working in lieu of same.

Loren A. Weber

Loren A. Weber
Resident Engineer

SP*87475 734

Salem ROAD & DRIVEWAY CO.

P. O. BOX 603 • SALEM, OREGON 97308
TELEPHONE: 585-5656

March 16, 1973

Mr. Loren A. Weber
Resident Engineer
P. O. Box 30
Salem, Oregon 97310

SUBJECT: Bikeway Contracts #7844 & #7847

Dear Loren:

This letter is to follow-up our conversation regarding the status of foreman under the hourly portion of the above contracts.

I believe that under Section 221-Roadwork, Hourly Rate Basis; that a foreman, unless he is covered as a bid item, is not required for the projects. In reference to this, I bring your attention to Paragraph 221.02 which states in part that "the work is to be done under the direction of the Engineer"; and that "the Contractor's operations will at all times be in accordance with the Engineer's instructions" which would lead me to believe that the State was providing the necessary "foreman" for the projects.

No!

In reading Paragraph 221.05 Labor, the exclusions are equipment operators, oilers, tenders (although these three classifications are a part of the pay items for operated equipment), superintendents, nonworking foreman, equipment serviceman and equipment repairman, which would again lead me to believe that if a foreman was required a bid item would be furnished. In Paragraph 221.06 it states that "the Contractor shall furnish a job superintendent and service personnel without direct compensation", in no place does it refer to furnishing a foreman without compensation.

In summary, nowhere under this Section 221 can I find where a foreman, provided by the Contractor, is required unless there is also compensation provided under the contract.

Sincerely,

Robert E. Wood
ROBERT E. WOOD
Engineer

RW/jb

7847

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Increase in Project Authorization
Independence Junction-West Salem Bikeway
Contract No. 7847

An overrun of the project authorization on the subject project has become apparent. The original project authorization was $278,576.67, and the present estimated cost of the project is $321,000, indicating an overrun of $42,423.33 or 15.2 percent. Salem Road and Driveway Company is the contractor.

This project covers a 4.91-mile bikeway contracted late last fall and is now about 75 percent completed. Grading was set up on an hourly rate basis and the work necessary is exceeding the estimated hours. Thirteen accumulated additional orders up to this time amount to over $31,000, almost three times the original contingency amount provided in the project authorization. Most of this results from changes in design based on more recent experience with bikeway usage. It was recently decided to widen the bike-path to ten feet wherever possible from the basic six-one-half to eight-one-half feet shown on the plans.

I recommend that the project authorization be increased by $42,423.33 to a new total of $321,000 and your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-90 (REV. 10-69)

/NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1973

SUBJECT: Independence Jct.-West Salem Bikeway
Contract No. 7847
Request for Increase in Project Authorization

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

This project covers a 4.91-mile bikeway contracted late last fall. Grading was set up on an hourly rate basis. Thirteen accumulated additional orders up to this time amount to over $31,000, almost three times the original contingency allowance provided in the project authorization.

Most of this results from changes in design which are the result of our learning process about building bikeways. Forecasts on hourly rental work are rarely accurate and the contract items on this phase of the project also show a net overrun.

A recent decision to widen the bike path to ten feet wherever possible from the basic 6-1/2 to 8-1/2 feet in the plans plus the placement of bark mulch on all newly constructed slopes and shoulders are the most significant changes.

The project is now about 75 percent complete and we are included in our estimate of total cost an item for contingencies on the uncompleted work. The cost of the project is now estimated at $321,000 which is an overrun of $42,423.33 or 15.2 percent. Rough draft letter to the Highway Commission to request this increase in funding is attached.

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7847

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Independence Jct. West Salem Bikeway Date 6/26/73

Highway Willamina - Salem Contract No. 7847

County Polk Kind of Work Grading & Paving Contractor Salem Road & Driveway Co.

	Authorized	Estimated	
Contract Amount	220,242.00	238,328.00	+ 18,086.00
Anticipated Items	25,200.00	18,362.00	- 6,838.00
Contingency (4½%)	11,044.89	31,646.00	+ 20,601.11
Engineering	22,089.78	32,664.00	+ 10,574.22
Credits	-	-	-
PROJECT COST	278,576.67	321,000.00	
NET INCREASE $		42,423.33	15.2%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C - B.I. # 3 - Crawler Loader	3,900.00	- 2,100.00
C - B.I. # 5 - Dozer	3,150.00	- 1,890.00
C - B.I. # 8 - Backhoe	10,395.00	+ 7,560.00
C - B.I. #11 - Laborers	16,800.00	+ 4,200.00
C - B.I. #12 - Granular Backfill	13,500.00	+ 10,732.50
C - B.I. #14 - Gabions	21,875.00	- 10,675.00
C - B.I. #21 - 6" Drain Pipe	7,875.00	+ 4,725.00
C - B.I. #22 - Special Backfill	2,205.00	+ 1,764.00
C - B.I. #27 - Conc. Shoulder Barrier	19,055.00	+ 7,505.00
C - B.I. #28 - Pipe Handrail	5,800.00	+ 2,320.00
A - P.A. # 4 - Const. Signing	4,662.00	
A - S. F. O. - Permanent Signing	3,500.00	
A - S. F. O. - State Responsibility for R/W damages	200.00	
A - S. F. O. - Restore Landscaping	10,000.00	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): Additional drainage, extension of Concrete Shoulder Barrier which includes Granular Backfill and pipe handrail, plus widening and dress-up work.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer

Noted by ____________ Construction ~~or Bridge~~ Engineer

Confirmed by ____________ Division Engineer

Noted by ____________ Deputy or State Highway Engineer

SP*23789-734

MAJOR OVERRUNS AND UNDERRUNS

Description	Expected Amount	Net Change
U - P.A. #1 - Mount & Dismount Loader Bucket	100.00	
U - P.A. #5 - Const. P.C.C. Ext. Curbs	3,637.00	
U - P.A. #6 - Pavement Patching	2,002.50	
U - P.A. #8 - Transport Backhoe	130.00	
U - P.A. #8 - Rental in Backhoe	250.80	
U - P.A. #9 - Pavement Widening P.C.C.	2,730.00	
U - P.A. #10 - Pavement Widening A/C	450.00	
U - EWO #1 - Sprinkler Repair	500.00	
U - EWO #2 - Reconstruct Manhole	300.00	
U - EWO #3 - Guard Rail Blocks	39.10	
U - EWO #4 - Remove & Repair Handrail	200.00	
U - EWO #5 - Misc. Widening & Dress-up	16,500.00	
U - SFO #3 - Brush Clearing	100.00	
Future Contingincies 4.5% of remaining contract amount less engineering	4,706.16	
Total	31,646.06	

7847

S

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 7, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

FROM: J. B. Boyd, Right of Way Engineer

7847

NOTED
F. B. KLABOE

SUBJECT: Scenic Federal Aid Properties
West Salem Bikeway Section; Willamina-Salem Highway; Marion County

The Oregon State Highway Division requests your approval in the use of properties purchased under a Federal Aid scenic acquisition in West Salem. These properties are shown colored in red on an attached sketch. These properties have been partially occupied by a bikeway through the scenic area which is a landscaped area.

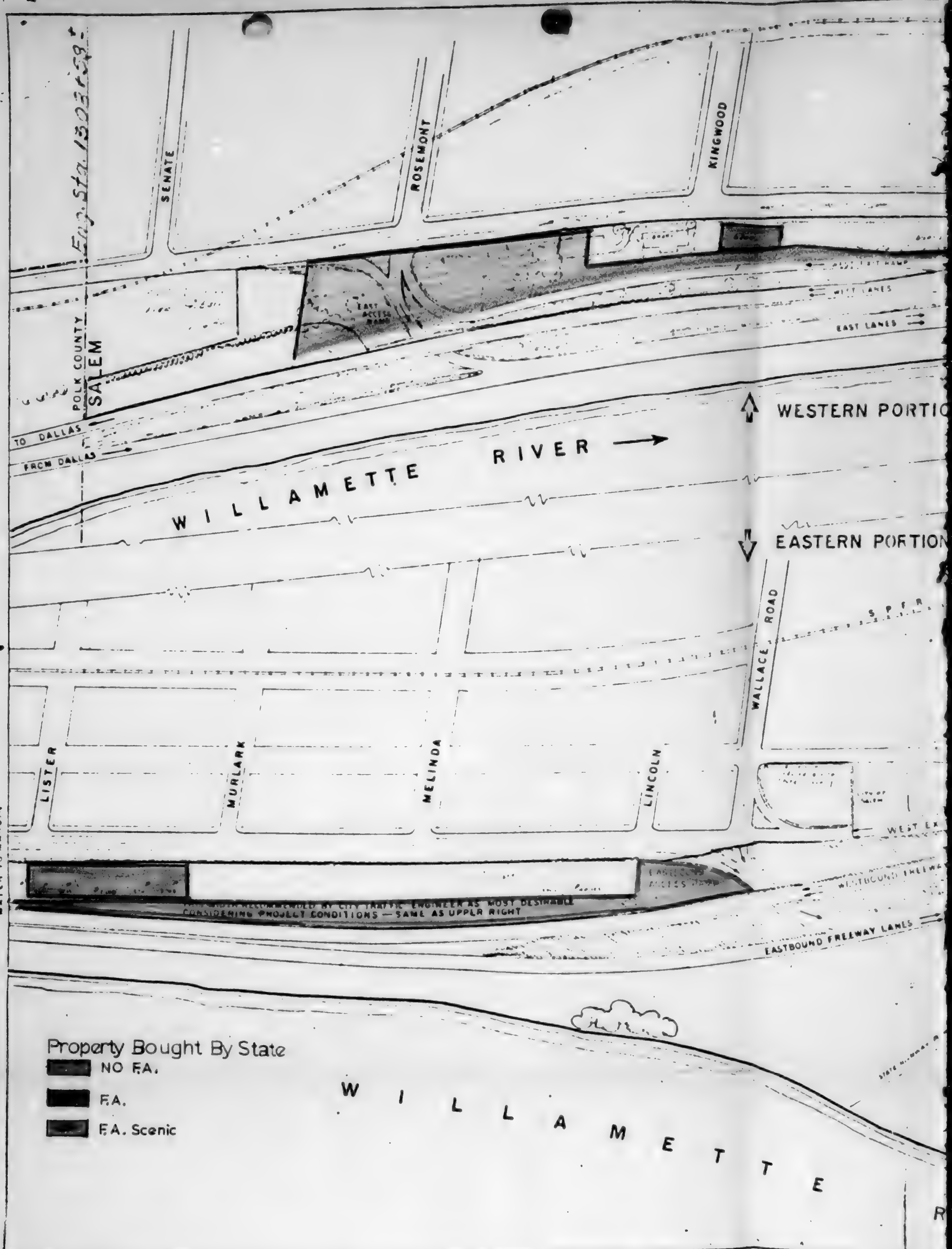
We believe that the bikeway use is compatible with the scenic use and request your concurrence in this dual use.

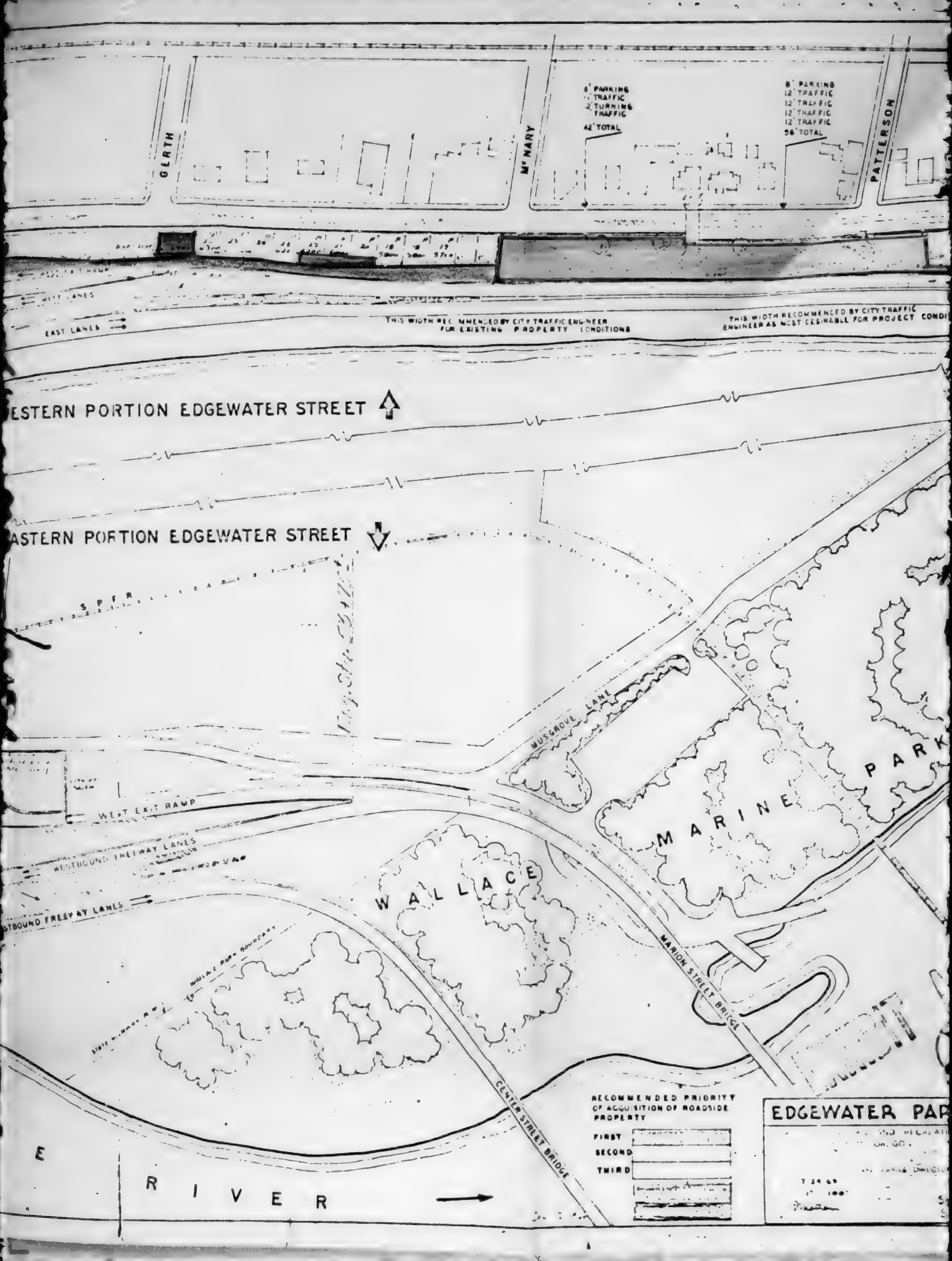
JBB:ha
Attachment
cc F. B. Klaboe /w/ att.
A. E. Johnson
L. H. Young /w/ att.
W. H. Haskin
Carrol Keasey
Charles Fredrickson /w/ att.

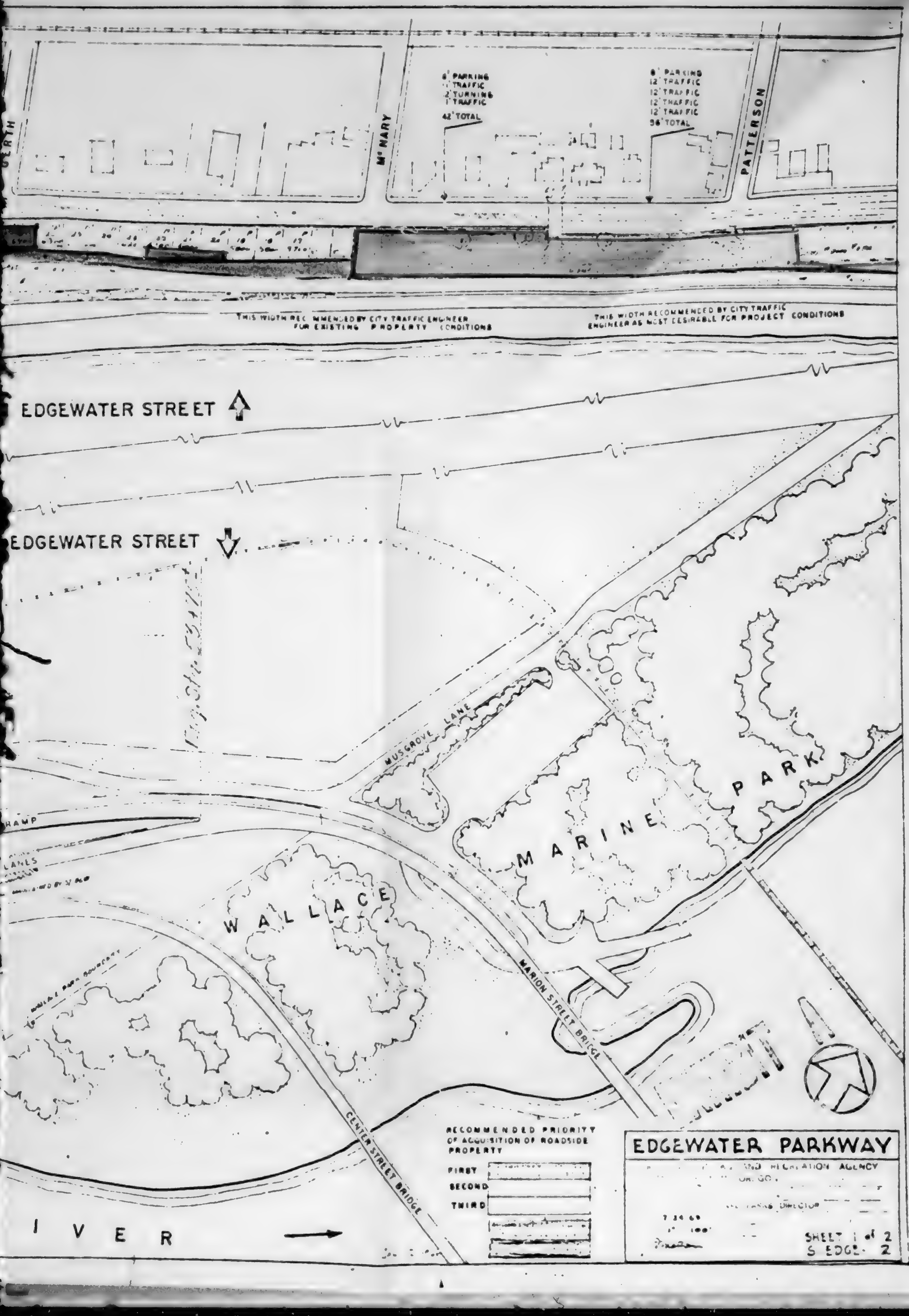
RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File


Eng. Sta. 1303+59±
SENATE
ROSEMONT
KINGWOOD
EAST ACCESS ROAD
WEST LANES
EAST LANES
POLK COUNTY
SALEM
TO DALLAS
FROM DALLAS
WESTERN PORTIO
WILLAMETTE RIVER →
EASTERN PORTION
WALLACE ROAD
S P F R
LISTER
MURLARK
MELINDA
LINCOLN
WEST EX
MATCH TO MARGIN
EAST ACCESS ROAD
CONSIDERING PROJECT CONDITIONS — SAME AS UPPER RIGHT
WESTBOUND FREEWA
EASTBOUND FREEWAY LANES
Property Bought By State
NO F.A.
F.A.
F.A. Scenic
WILLAMETTE
R


GERTH
McNARY
PATTERSON
6' PARKING
TRAFFIC
2' TURNING TRAFFIC
42' TOTAL
8' PARKING
12' TRAFFIC
12' TRAFFIC
12' TRAFFIC
12' TRAFFIC
56' TOTAL
WEST LANES
EAST LANES
THIS WIDTH RECOMMENDED BY CITY TRAFFIC ENGINEER FOR EXISTING PROPERTY CONDITIONS
THIS WIDTH RECOMMENDED BY CITY TRAFFIC ENGINEER AS MOST DESIRABLE FOR PROJECT CONDI
ESTERN PORTION EDGEWATER STREET
ASTERN PORTION EDGEWATER STREET
S P & R
MUSGROVE LANE
WEST EXIT RAMP
WESTBOUND FREEWAY LANES
STBOUND FREEWAY LANES
MARINE PARK
WALLACE
MARION STREET BRIDGE
CENTER STREET BRIDGE
E
RIVER
RECOMMENDED PRIORITY OF ACQUISITION OF ROADSIDE PROPERTY
FIRST
SECOND
THIRD
EDGEWATER PAR
7 24 69
1" = 100'



GERTH
M^c NARY
PATTERSON
6' PARKING
12' TRAFFIC
12' TURNING
12' TRAFFIC
42' TOTAL
8' PARKING
12' TRAFFIC
12' TRAFFIC
12' TRAFFIC
12' TRAFFIC
56' TOTAL
THIS WIDTH RECOMMENDED BY CITY TRAFFIC ENGINEER FOR EXISTING PROPERTY CONDITIONS
THIS WIDTH RECOMMENDED BY CITY TRAFFIC ENGINEER AS MOST DESIRABLE FOR PROJECT CONDITIONS
EDGEWATER STREET
EDGEWATER STREET
MUSGROVE LANE
MARINE PARK
WALLACE
RAMP
LANES
MARION STREET BRIDGE
CENTER STREET BRIDGE
IVER
RECOMMENDED PRIORITY OF ACQUISITION OF ROADSIDE PROPERTY
FIRST
SECOND
THIRD
EDGEWATER PARKWAY
AND RECREATION AGENCY
OREGON
PARKS DIRECTOR
7 24 69
1" 100'
SHEET 1 of 2
S EDGE 2

5

NOTED
H. S. COULTER

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7847

Salem, Oregon
May 31, 1973

SUBJECT: Studco and Morrow Crane Co. Drainage
Independence Jct.-West Salem Section
Contract No. 7847

To: C. O. Fredrickson
Region Engineer

FROM: C. T. Keasey
Construction Engineer

The proposal to enclose the drainage and re-slope the area in front of the two subject properties has been discussed with Assistant State Highway Engineer H. S. Coulter with the resulting decision that we should not do this work with State funds.

This issue is somewhat clouded by the fact that we did agree to enclose a part of the drainage in front of the adjacent Robinette property. However, this was existing frontage and some damage had apparently be done to the drainage by our current project in that area.

In the instant case, the existing drainage is not being affected, and though there may be some very minor improvement to appearance of our highway, the benefit is really to the developers of the property and should, if done, be at their entire expense.

A copy of action taken by the Highway Commission on another unrelated matter at their May 29, 1973 meeting reaffirming Commission policy in this regard is attached for your information.

CTK:fw
Enc.
cc H. S. Coulter ✓

7847

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1973

SUBJECT: Champoeg State Park Bikeway
and West Salem Bikeway
Marion and Polk Counties

x 1847

To:

Mr. Victor D. Wolfe
Location Engineer

On Sunday, May 27, I cycled over the completed portions of the subject bikeways and observed various problems and hazardous conditions.

The major problem I noted on the Champoeg bikeway was the loose gravel backfill along the edge of the bikeway. My son, traveling at a fairly high rate of speed, hit the graveled shoulder and consequently had a spill. This would be very dangerous to older people as narrow bicycle tires cannot be controlled in this gravel.

I recommend that the graveled shoulder be compacted with a rubber-tired vehicle to about 1/2" to 1" below the bikeway surface and then covered with either top soil or bark mulch; the later would blend into the natural park setting. This same typical section with the graveled shoulders has also been used on the two Salem bikeways and on the Medford and Corvallis bikeways. I recommend these facilities be reviewed to determine if a safer backfilling method can be used.

The second hazard I noticed on the Champoeg bikeway was the open cut near the large culvert crossing. A wooden handrail or fence should be installed in this location. If a cyclist went off the bikeway at this point it could cause a fatal accident. I also noted the use of the bikeway by automobiles. Signs prohibiting motorized vehicles are not effective. Posts should be installed to stop vehicles physically and signs marking the facility as a bikeway would also help.

On the West Salem bikeway the 6-1/2-foot-wide concrete sidewalk sections completed through the lineal park have a good appearance but I have never riden on such a bumpy surface, even

NOTED
E. S. HUNTER

cc Keary
Fredrickson

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

compared to city sidewalks. The only recommendation I have here is that more care be given to the surfacing on the remaining sections to be poured. Generally the alignment and grade appeared to be excellent, except that south of the library building the grade could be lowered to fit into the natural landscaped area. In some areas gravels may also create problems along this section of bikeway. The bicycle ramp, which is presently only cut out at Rosemont Street, appears too steep and I cannot visualize it as workable; however, I do not see a solution. This should be reviewed by the Region office before the concrete is poured.

If you concur in my recommendations please forward them to the Region Engineers for corrective action.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
J.H. Versteeg
C.O. Fredrickson
Alfred Shirley

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 1, 1973

7847

Noted
GEORGE M. BALDWIN

7847

Mr. Homer Robinette
5133 Salem-Dallas Highway
Salem, Oregon

Dear Mr. Robinette:

The State Highway Division says the ditch and drainage problem will be eliminated under the division's West Salem Bikeway project, now being constructed.

The division proposes to install culvert pipe and enclose the ditch in front of the house. Mr. Weber, resident engineer for the division on the bikeway project, will contact you soon and explain this matter in detail.

Sincerely,

Bob Oliver
Ombudsman

NOTED
H.S. COULTER

RWO:sc

bcc: George Baldwin

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Inves
R/D
D/R
Sign

RECEIVED
MAY 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE April 20, 1973

TO H. S. Coulter
Assistant State Highway Engineer

FROM Gerald Wimer Gerald W. Wimer
Regional Construction Engineer

SUBJECT HOMER ROBINETTE COMPLAINT - JUNIA ASCHE FRONTAGE - WEST SALEM BIKEWAY

Attached is a rough draft reply to Ombudsman Bob Oliver. It is a self-explanatory report of action to be taken to satisfy Homer Robinette's April 10, 1973 call to Mr. Oliver. This should satisfy your assignment HCS 46.

In Supplement attached is a copy of Loren A. Weber's April 19, 1973 report and its attachments. Mr. Weber, by a copy of this letter, is instructed to proceed with his recommendation, and in addition, to contact Mr. Robinette.

GWW/de

cc: C. T. Keasey
Loren Weber

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

827-1122

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 19, 1973
Salem

SUBJECT: Drainage problem
Junia Asche
Sta. 1114+60±
Independence Jct. West Salem
Willamina Salem Highway

To: C.O. Fredrickson
Regional Engineer

Herewith Cross sections and a shatch map covering the area in question.

The problem ~~sums~~ seems that though there was adequate drainage when the road was re-constructed in 1964 ±; this has since grown over and filled in to where water overflows his driveway during storm periods. In addition to this, he wants to be able to extend his lawn to the highway slope.

As may be seen on the Cross sections we have done some rough bachhoe work to develop a ditch across the property.

However, due to the flat grade (approximately .4%) from the outlet end of his driveway culvert, to the catch inlet in the ditch bottom, we have left some low areas where there is now standing water. After having viewed this with Mr. Lacey the following solution is proposed, Extend the driveway culvert 15' to the east and 45' westerly, Install a catch inlet on the westerly edge of his driveway, and lower the existing inlet in the ditch opposite 1112+50. This will close in the area in front of this house and provide an adequate open ditch drain across the field area west of the house.

The terrain is such that we feel an open drain is preferrable to piping the entire width as there is sub as well as surface drainage across the entire frontage.

The work may be accomplished by having our contractor do all the work with the possible exception of furnishing the culvert pipe which could be done by maintânance. An estimate of cost for the proposal, doing the work entirely by contract is:

Pipe 60 feet at $5.40		324.00
Catch inlet G1		170.00
Adjust catch inlet		55.00
Equipment Rental& Labor,ditch & bachfill		~~1~~45.00
TOTAL	$	594.00

while costly, this would have the advantage of ~~on~~ no conflict in operations Mr. Lacey indicated he would give Mr. Robinette a premit to install pipe in the ditch in front of the field at his (Mr. Robinette's) expense.

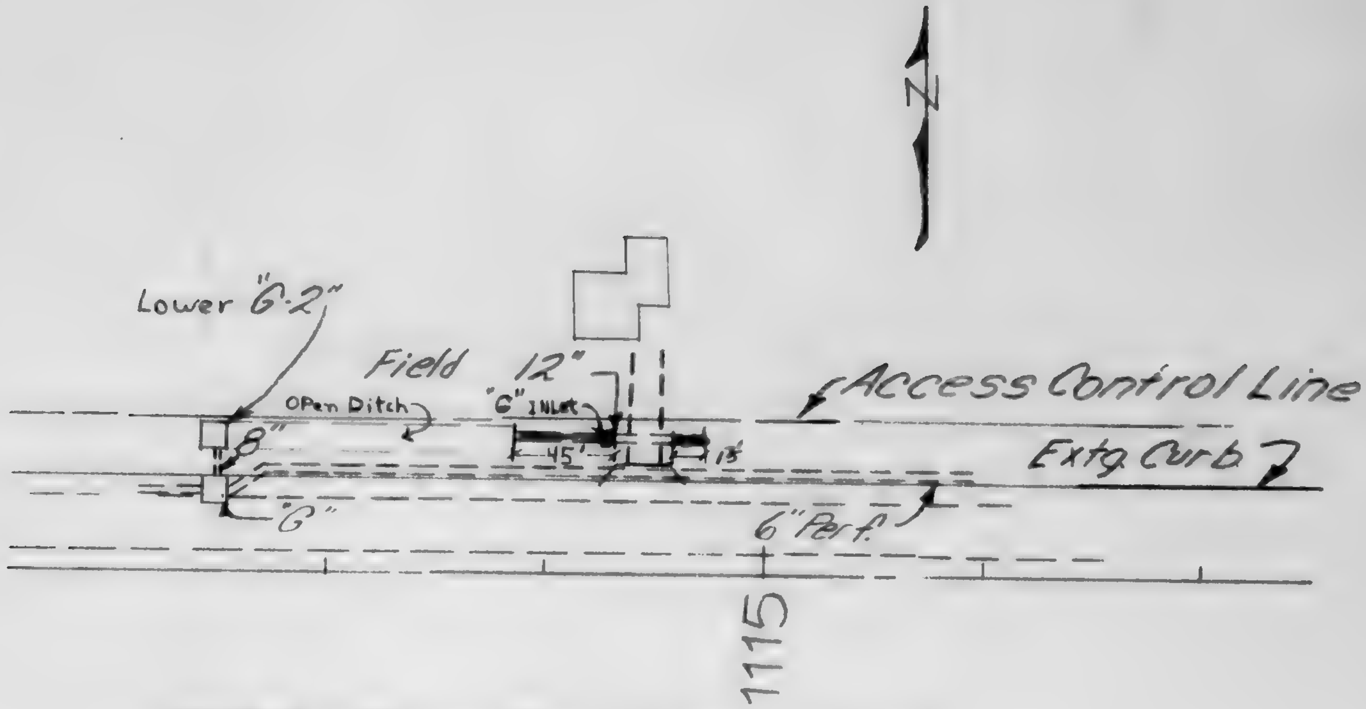
Finally, Mr. Lacey thought we should obtain from Mr. Robinette a signed statement that the above measures were satisfactory to him.

I have not talked to Mr. Robinette of the above proposal, feeling that to do so prior to your concurrence would be pre-mature.

Loren A. Weber
Resident Engineer

COPY

J. Asche
Independence Jct. West - Salem
Willamina - Salem Highway
Polk County



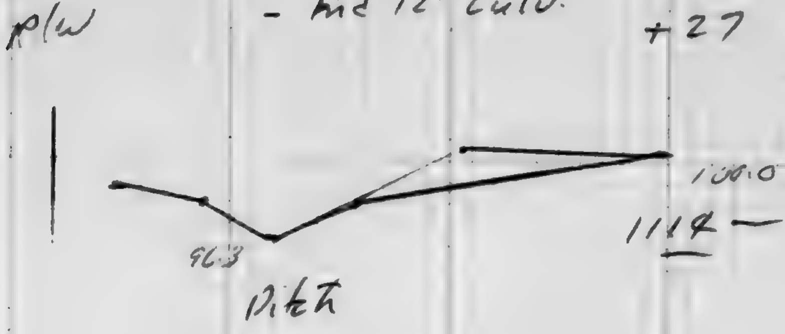
Install 12" Conc. Pipe 15' East 45' West
Leave Open Ditch to the West

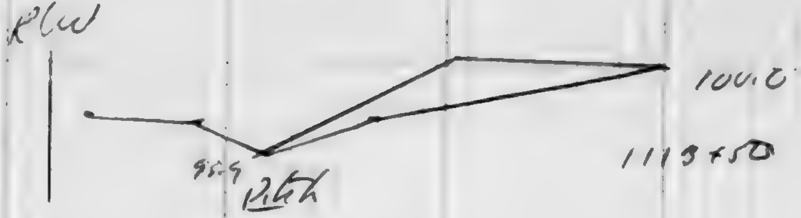
Asche Drainage
Willamina - Salem Hwy.

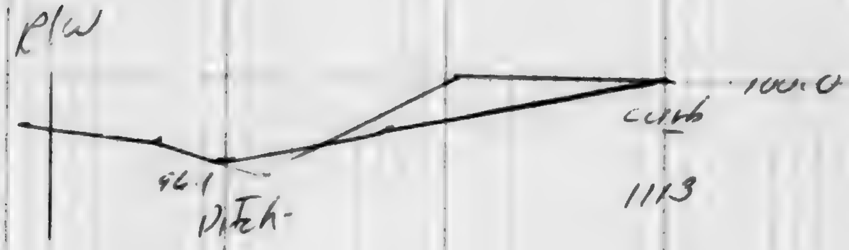
- End 12" Culv. +54

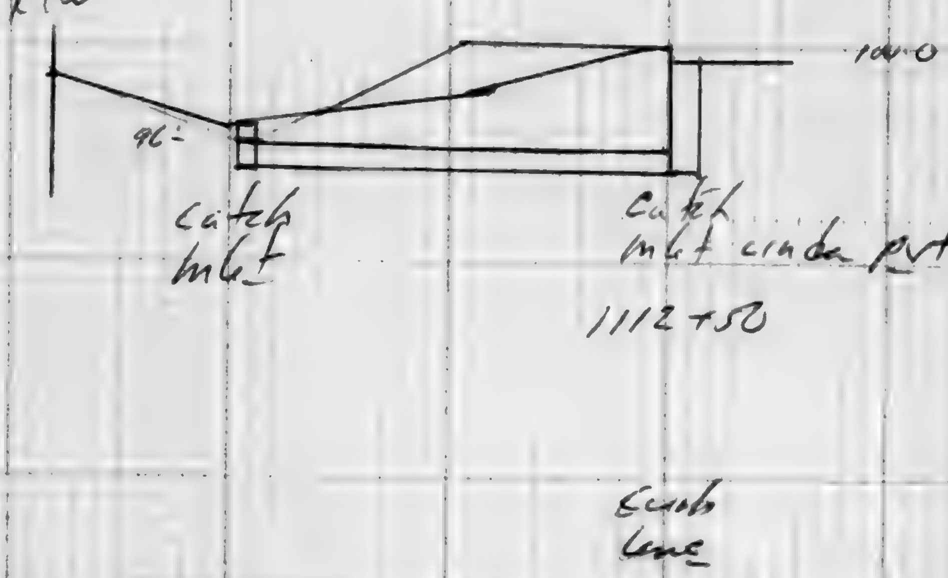
100.0

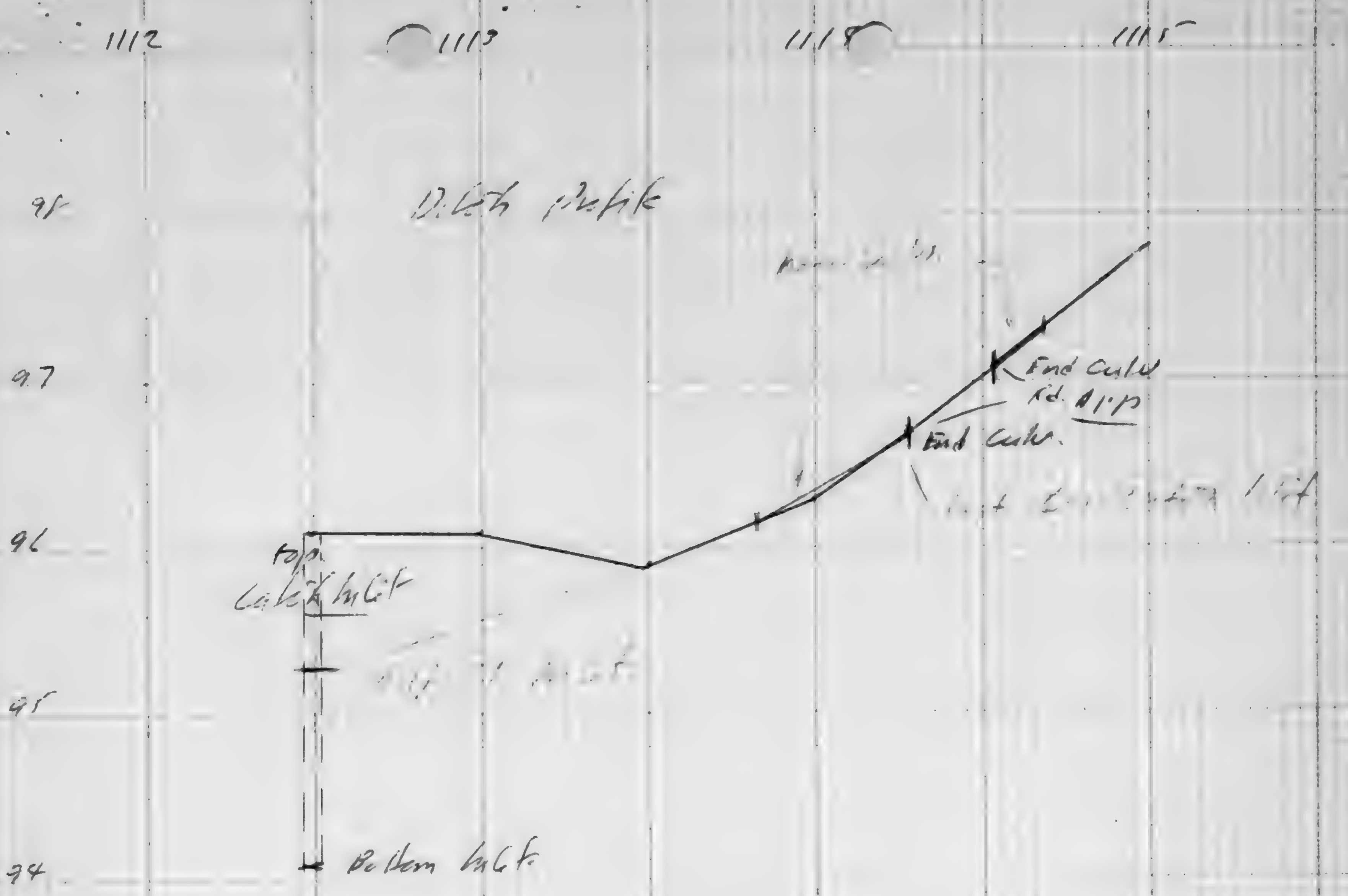
- End 12" Culv. +27



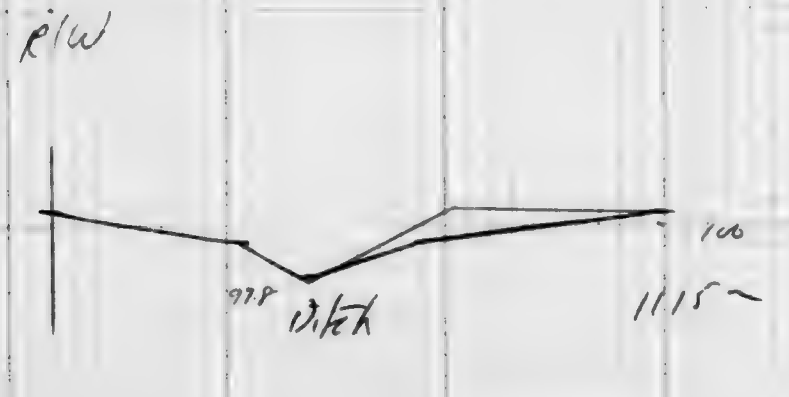


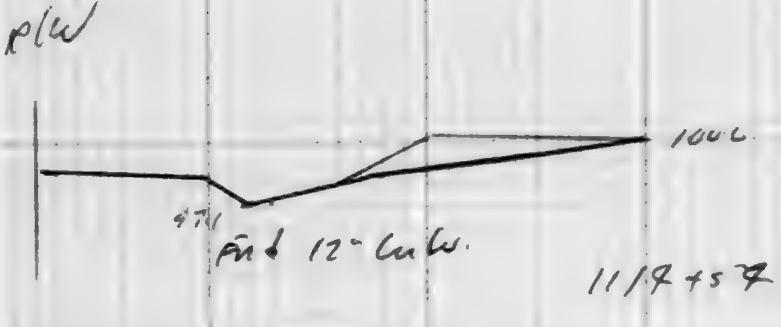






Asche Drainage -
Willamina - Salem Hwy.





REGION 2 ENGINEER
RECEIVED
APR 16 1973
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

STATE OF OREGON

INTEROFFICE MEMO

TO: George Baldwin, Director of Highways

DATE: April 10, 1973

FROM: Bob Oliver, Ombudsman Bob

SUBJECT: Highway ditch -- Homer Robinette

On April 10, 1973, I had a telephone call from Homer Robinette (5133 Salem-Dallas Highway, telephone 585-1615). Mr. Robinette rents a house at that address owned by his sister, Junia Asche, but says he is authorized to represent her in his complaint.

Robinette claims a ditch between the house and the highway is not properly drained, and never has been since the construction in that area some years ago. He says run-off from the hill in times of inclement weather backs the water up on the yard. He says he has brought this to the attention of Highway Division officials numerous times, but without any results.

Coulter - Draft
4-11-73

RECEIVED
APR 11 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

81-125-1379

cc: Lacey -- this has been assigned to Loren Weber. He may contact you regarding this.

RECEIVED

H

FORM E-36 (REV. 10-65)

Maint
and Comp.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1972

SUBJECT: Complaint
Junior Asche
Station 1114+60
Independence Junction (W. Salem Sec.)
Willamina-Salem Highway

To: F. B. Klaboe
DEPUTY STATE HIGHWAY ENGINEER

NOTED F. B. KLABOE

We have again investigated the complaint of Mr. Junior Asche. Mr. Asche phoned me on May 24, complaining about high grass and stagnant water in front of his home. This information was passed to our Assistant Foreman, Mr. Keith Crane, who apparently did not contact the proper person, as Mr. Asche and his renter, Mr. Robinett, both claim that no contact was made. The disadvantage in this contact was that Mr. Asche does not exist as a tenant and we did not have Mr. Robinett's name at the time. We apparently were involved at the wrong location.

Sometime, subsequent to this contact, Mr. Asche phoned Mr. Hollis Hamilton who just about this time was taken ill with pneumonia and off for a two-week period. This illness prevented his viewing the problem again.

I have contacted Mr. Robinett who is the present tenant and discussed the problem with him.

The problems with Mr. Asche and Mr. Robinett stem from the fact they thought they would have a front yard out to the curbline like their neighbors to the west. In other words, a smooth slope without a ditch section. It was Mr. Robinett's contention that this was a part of the legal documents. I find no basis in the option or the deed for this. It is, however, obvious from looking at sheet 4 of the construction plans and viewing the as constructed plans, that the Resident Engineer made an alteration in the field; that if either one of these gentlemen discussed or looked at the plans, they would have seen a different picture than that which was constructed. The ditch was obviously placed along in front of these homes to pick up springs which are evident all along this north slope. Whether or not we have any obligation to pipe this ditch, based on this change, does not seem particularly clear at this time.

It was explained to Mr. Robinett that we are going to construct a bike path along this section in the very near future. The bike path and wide sidewalk extends under the present Rickreall-Independence Junction Section to Station 1101 which is 1300 feetwest of the point of Mr. Asche's driveway. We also will begin construction on the bikeway shortly that will go from Capitol Manor out to this point. The construction of this bikeway will solve the entire problem. I told Mr. Robinett if this satisfied Mr. Asche we would proceed in this direction. If not, he could contact me again by phone.

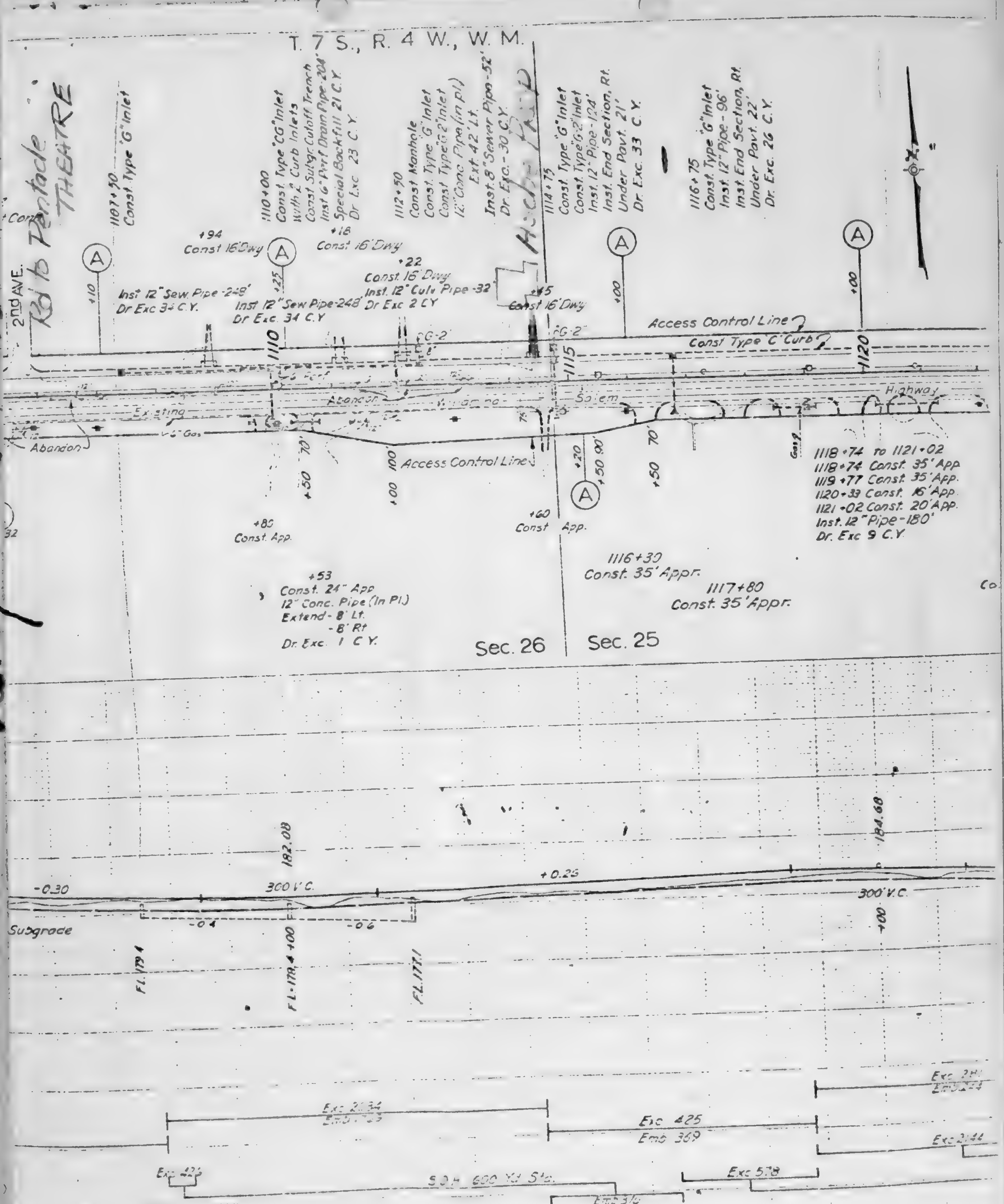
Recommendation: I do not believe that the grass, after driving all of these driveways, is a hazard as indicated. I do believe that Mr. Asche is complaining more about the ditch section in front of his house which cannot be mowed. I would recommend that we do not do any further work until the construction of the bikeway and at that time, the entire problem will disappear.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: F. T. Lacey

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER


T. 7 S., R. 4 W., W. M.
2nd AVE.
Rd to Pentacle THEATRE
+ Corn
1107+90 Const. Type 'G' Inlet
1110+00 Const. Type "CG" Inlet With 2 Curb Inlets Const Subgr. Cutoff Trench Inst 6" Perf Drain Pipe-204' Special Backfill 21 C.Y. Dr Exc 23 C.Y.
1112+50 Const Manhole Const. Type 'G' Inlet Const Type "G-2" Inlet 12" Conc Pipe (in pl) Ext. 42' Lt. Inst. 8" Sewer Pipe-52' Dr. Exc.-30 C.Y.
1114+75 Const. Type "G" Inlet Const. Type "G-2" Inlet Inst. 12" Pipe-124' Inst. End Section, Rt. Under Pavt. 21' Dr. Exc. 33 C.Y.
1116+75 Const. Type "G" Inlet Inst. 12" Pipe-96' Inst. End Section, Rt. Under Pavt. 22' Dr. Exc. 26 C.Y.
+94 Const 16' Dwy
+18 Const 16' Dwy
+22 Const. 16' Dwy Inst. 12" Culv Pipe -32' Dr Exc 2 CY
+45 Const 16' Dwy
Inst 12" Sew. Pipe -248' Dr Exc 34 C.Y.
Inst 12" Sew Pipe-248' Dr Exc. 34 C.Y
A
+10
+25
+00
+00
1110
1115
1120
CG-2
G-2
Access Control Line
Const Type 'C' Curb
Existing
Abandon
Salem
Highway
6" Gas
Access Control Line
+50
70'
+00
100
+20
+50
90'
70'
+50
Gas
+80 Const. App.
+60 Const App.
+53 Const. 24" App 12" Conc. Pipe (In Pl.) Extend - 8' Lt. - 8' Rt Dr. Exc. 1 C Y.
1116+39 Const. 35' Appr.
1117+80 Const. 35' Appr.
1118+74 to 1121+02
1118+74 Const. 35' App
1119+77 Const. 35' App.
1120+33 Const. 16' App.
1121+02 Const. 20' App.
Inst. 12" Pipe-180'
Dr. Exc 9 C.Y.
Sec. 26
Sec. 25
Co
182.08
184.68
-0.30
300' V.C.
+0.25
300' V.C.
Subgrade
-0.4
-0.6
FL. 179.1
FL. 179.4 +00
FL. 177.1
+00
Exc 2134
Exc 425
Emb 369
Exc 281
Exc 2144
Exc 425
S.O.H. 600 Yd Sta.
Emb 316
Exc 578

827-1122 5

7847

1447

FORM

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
H. S. COULTER

DATE April 5, 1973

TO H. S. Coulter, ASST. STATE HWY. ENGINEER - OPERATIONS

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER
Gerald Wimer

SUBJECT Engineering Charges
West Salem Bikeway

Since your inquiry about high engineering charges on the West Salem Bikeway, we have been able to transfer some costs that more probably should have been charged to other projects. This reduced the engineering percentage from 90% to 76% at the end of the March 24th weekend. At the time the work was 7% complete.

The work is now 10% complete and the engineering charges up to 82%.

The more expensive survey work is about over and primarily only inspection remains. This should reduce our rate of engineering expenditures. Mr. Loren Weber is the Resident Engineer. He now has other work which should help further reduce the rate of expenditures.

Mr. Weber is of the opinion that he can confine his engineering expenditures on this project to 110% of the $22,000 authorization, or $24,000 total. This is a reasonable figure considering he has had to move an entire crew to Salem, make some revisions on the project, and do the initial staking in advance of much construction work.

GWW/sr

cc: C. T. Keasey
Loren Weber

RECEIVED
APR 6 1973
Office of
Assistant State Highway Engineer

5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
7847 February 12, 1973

SUBJECT: Signing Revisions
Independence Junction-West
Salem Bikeway AND
25th Street-37th Avenue (East
Salem) Bikeway -- #7847

To:

Mr. C.O. Fredrickson
Region 2 Engineer
Salem, Oregon

This is in response to Mr. Boyd's letters of January 9 and 12 regarding recommended signing revisions for the subject bikeway projects.

The Traffic Section and Mr. McClure have reviewed the plans and concur with the revisions. Attached is a copy of Mr. Val Johnson's letter.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos
cc: E.S. Hunter

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

827-1122

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 12, 1973
Salem, Oregon

SUBJECT: Review of Signing Plans
Independence Jct.-West Salem Bikeway
Willamina-Salem Highway

To: Victor Wolfe
LOCATION ENGINEER

We have reviewed these plans and are in agreement with the method of signing used. However, we do have several revisions we would like to make. These revisions are:

1. There are two signs at the east end of the parking area in Holman State Park. The one with the right arrow should face eastbound riders.
2. There is a "BIKE CROSSING" sign located along a gravel road at Sta. 1200. This road is no longer in use and this sign should be moved to the road which extends directly north from the highway at Sta. 1201.
3. There is a "BIKE CROSSING" sign located along a gravel road at Sta. 1223. This road serves only one house and this sign should be eliminated.
4. There are "BICYCLE STOP" signs located at both driveways to the Bonneville Power Administration complex. We are not recommending revision for this job since we understand arrangements have already been made with the BPA, but we question the necessity of these signs and whether bicyclists will observe them.
5. A full complement of signs are shown for a side road at Sta. 1260. This is a narrow gravel road about 1/2 of a block long which would have extremely low traffic and we feel that these signs are not needed.
6. There is a full complement of signs shown for a side street near Sta. 1270. This street serves only a small apartment building with four units and again we feel that the volume is low enough that these signs are not needed. This completes our list of comments on this project.

McClure
Check with
Smith
RLO

J. B. Boyd
J. B. Boyd
REGIONAL ENGINEER

RECEIVED
[illegible]
LOCATION SECTION

JBB/RAK/sr

cc: L. E. George

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: February 1, 1973

SUBJECT:

To: V. J. Wolfe
Locating Engineer
BUILDING

FROM: V. P. Johnson
Traffic Control Engineer

SUBJECT: Sign Plan
Independence Jct.-West Salem Bikeway
Willamina-Salem, Highway

We have reviewed the comments of the Regional Office concerning the sign plans for the above section.

Their item no. 1 concerns the direction of the arrows on the signs. There comments are correct. This was a drafting error on the plans.

This office concurs with items 2, 3, 5, and 6. Our plans were prepared without a field investigation and we were not aware of the minor nature of the side roads.

The signs at the Bonneville Substation are a part of the right-of-way agreement and should be installed.

VPJ:sv

RECEIVED

ACTION

NOTED
J. D. McCLURE

RECEIVED
1972

Form E-30-X 12-67

7847

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1972

SUBJECT: Independence Jct-West Salem Bikeway
Willamina-Salem Highway
Polk County

To:

Mr. J. B. Boyd
Region 2 Engineer
Salem, Oregon

Attached are two copies of the preliminary signing plan for the subject bikeway along with a letter from Mr. L.E. George estimating the cost. Please review the plan for adequacy.

We are trying to establish a uniform method of signing bikeways so if you note problems with the signing, please note suggested changes and return a copy of the revised plan to this office. If the plan is satisfactory proceed with preparation of a State Force Order.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos
cc: E.S. Hunter

NOTED
E. S. HUNTER

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1972

5

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7247

December 8, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: E. A. Kendrew
Assistant Engineer

RE: Grade Crossing No. CM-721.10-
Edgewater Street
Independence Jct.-West Salem
Bikeway Section
Willamina-Salem Highway
Polk County
Your File: 913306/315

Gentlemen:

This is in reply to your letter dated November 8, 1972, concerning the need for a formal application to the Public Utility Commissioner for the alteration to the above-captioned grade crossing for the construction of a bikeway.

This is to advise that Mr. L. V. Topaz of the Public Utility Commission has been contacted in this regard and advises that we should proceed with the formal application for this construction.

A vicinity map is now being prepared and a formal application will be made in due course. The construction work will be performed by State forces.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: Southern Pacific - San Francisco

bc: ~~A. E.~~ Johnson w/att.
C. T. Keasey "
V. D. Wolfe "
J. B. Boyd "
K. D. Wolfe "
J. W. Valentine "
F. T. Lacey "

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

November 8, 1972

IN REPLY PLEASE REFER TO
913306/315

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of November 6, transmitting construction plans for Independence Junction-West Salem Section, Willamina-Salem Highway proposed bikeway.

Review of plan shows the proposed bikeway will cross railroad tracks located in Edgewater Street between Senate Street and Rosemont Avenue. This may infringe on railroad property. In any event, believe that we should have information whether or not a formal PUC application is required since Public Utility Commissioner has the jurisdiction over improvement of grade crossings and the installation of sidewalks.

Would appreciate your clarifying this with the PUC and advising this office. Attached is one print of Oregon Division Drawing P-15707-A showing our right of way and the proposed bikeway.

Yours truly,

AWKilborn

Attch.

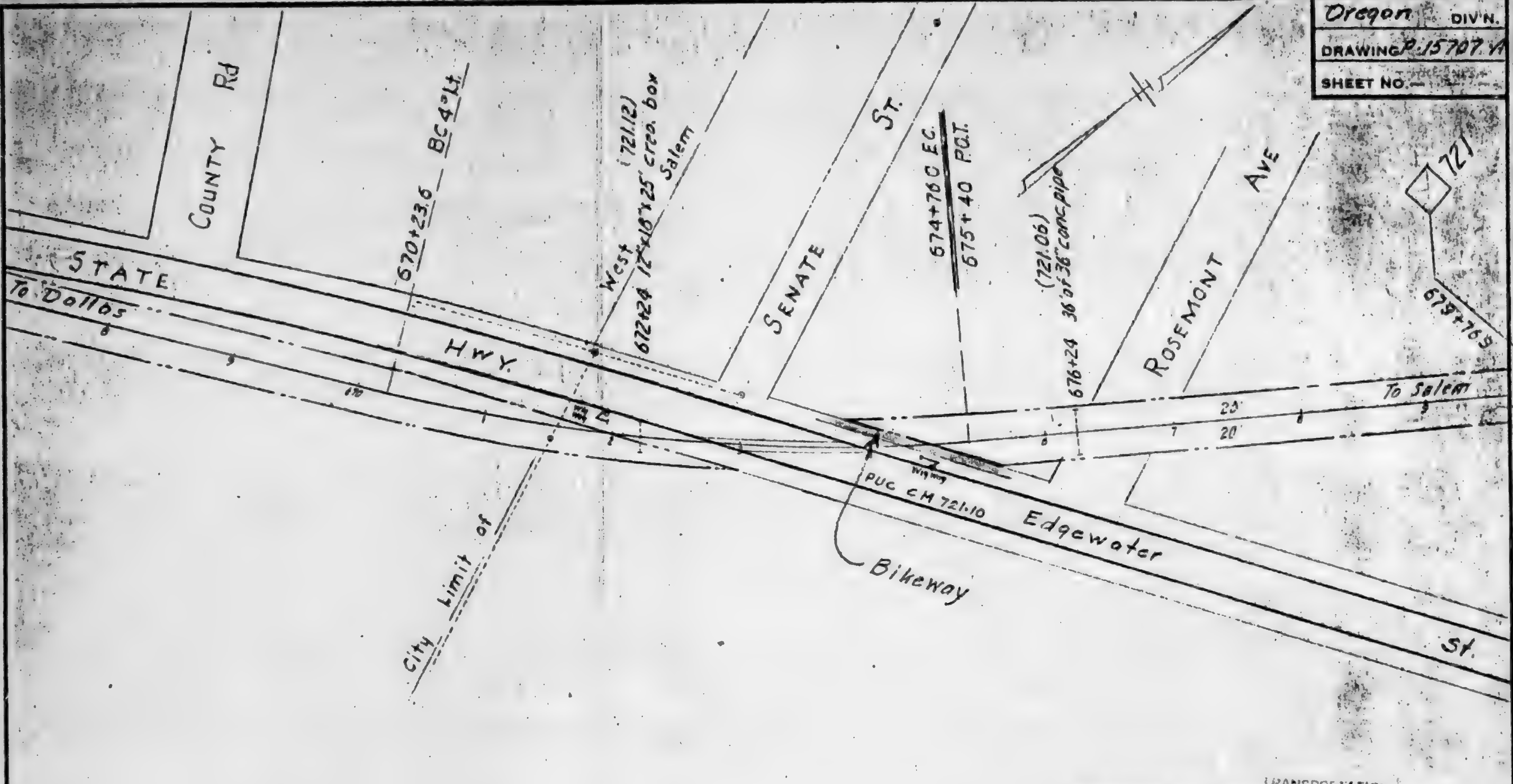
RECEIVED
NOV 10 1972
UTILITY UNIT

N

Oregon DIV'N.

DRAWING P-15707 V1

SHEET NO. —



TRANSPORTATION
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Dallas Branch
SALEM
State Highway
Scale 1" = 100'
LGH
April 17, 1957
Rev. 1-7-72
Form 30
P.O.
DRAWER

LEGEND

▭ Red tint shows bikeway

—··— Shows S.P.T. Co. property line

RECEIVED
DEC 8 - 19

FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

[illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 7, 1972

Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

RE: Signing for Bikeway
BPA Substation Site
Independence Jct.-W. Salem Bikeway
Willamina-Salem Highway
Polk County

Gentlemen:

Reference is made to our letter dated October 13, 1972, and your letter dated August 29, 1972, concerning a permit along the south boundary of your Salem substation site for cut slopes for a bikeway.

The bikeway crossings of your access roads to the substation will be signed with 21-inch by 15-inch bicycle stop signs, located in the northeast and the southwest quadrants of the intersections. The signs have black, reflectorized letters on a yellow background.

We feel this will effectively eliminate any traffic problems at these intersections.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

by

Phil G. Preston
Special Projects Engineer

Noted
F. B. KLABOE

RECEIVED
STATE HWY ENGR
DEC 7 '72
REFER TO
FOR
Info | nwes | R/D | D/R | Conn | Act | File

PGP:jly
bc: ~~F. B.~~ Klaboe
L. E. George

FORM E-30 (REV. 10-69)

7897

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1972
Salem, Oregon

SUBJECT: Asphaltic Concrete Surfacing
East & West Salem Bikeways

To: C. T. Keasey
CONSTRUCTION ENGINEER

Salem Road & Driveway Company is not interested in furnishing a 4" depth asphaltic concrete surfacing at no additional cost in lieu of the specified 2" asphaltic concrete wearing surface, together with a 4" depth of base rock.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Loren Weber

Send copies to
A. E. Johnson
E. S. Hunter

NOTED
E. S. HUNTER

Routing
3 Keasey ✓ RECEIVED Pease E
Bond
V Walker W NOV 30 1972 Glenn
Johnsen CONSTRUCTION SECTION Litchfield
Berg

RECEIVED
DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7847

November 16, 1972
Salem, Oregon

Mr. Carroll Keasey
Construction Engineer

DIVISION

It was originally thought that bikeway surfacing involving 2 inches of AC over 4 inches of crushed rock would be cheaper than full depth AC 4 inches in thickness. Recent bids indicate that it may be cheaper to go with the full depth surfacing.

In view of this, I would suggest that you discuss the matter with your contractor on the West Salem Bikeway and if there is a price advantage in going to full depth surfacing negotiate a specification change on the project.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
Frank Hall
V. D. Wolfe

RECEIVED
[illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

10/25/72; Copies to:
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
R. N. Bothman
J. B. Boyd
C. W. Head

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

7841

Bicycle Facility
Rickreall-West Salem Section
Willamina-Salem Highway (ORE 22)

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 26 '72
REFER TO
FOR
☐ Info ☐ Inves ☐ R.D. ☐ [illegible] ☐ [illegible] ☐ Act ☐ File

Gentlemen:

On August 2, we wrote to you regarding the proposed bicycle facility being considered between Rickreall (ORE 99W) and Salem (ORE 221). Your reply of August 22 requested further information as to the intent and plans of implementing this trail system.

The State currently has under construction the Rickreall-Independence Junction Section of ORE 22, which includes a bicycle facility on a portion of the project. The State also plans to accept bids on October 26 for a bicycle facility along the Independence Junction-West Salem Section of ORE 22 as a continuation of the bikeway now under construction.

There would be joint use by motor vehicles and bicycles of the existing alignment between Oak Knoll Golf Course and Rickreall. The State will install the necessary striping and erect the necessary signing to safeguard the bicycles from the motor vehicles.

The matter of the crossing of relocated ORE 22 immediately west of the golf course will be subject to study as to its use by bicycles; and if such use warrants a separation structure, it would have to be considered at that time.

We trust the above supplies the information you desired and we are enclosing a set of revised plans for the proposed Independence Junction-West Salem (Bikeway) Section.

RECEIVED
COUNTY & CITY SECTION
OCT 18 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

more

If you concur in the foregoing, please indicate your approval in the space provided below and return two signed copies to this office at your earliest convenience so we may proceed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED BY POLK COUNTY
BOARD OF COMMISSIONERS

Date 10/19/72

By ______ Chairman

By ______ Commissioner

By Clifford R. Jones Commissioner

Polk County Engnr.

DNH:mm
10/3/72

Encl.

Approved 10-25-72
Asst. State Hwy. Engr.

RECEIVED
OCT 16 1972
FOR FILIN

7217

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR

Info	Inves	R/D	D/R			File

October 13, 1972

United State Dept. of the Interior
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Attn: Thomas Kornelis, Chief
Branch of Land

File 47362
Independence Junction-West Salem Bikeway
Willamina-Salem Highway
Polk County

Your reference EL-12 Salem Substation site Contract 14-03-39556

Gentlemen:

This is to advise that the State Highway Commission, on the 9th of October, accepted your letter of permit dated August 29, 1972, for use of the 5 foot strip of land along the south boundary of your Salem substation site to build cut slopes in connection with construction of a bikeway.

Enclosed is the original letter signed by E. S. Hunter, Asst. State Highway Engineer. Therefore, according to the last paragraph in your letter of transmittal dated August 29, 1972, the permit is now in effect.

The file is being returned to Mr. Litchfield's office for an answer in regard to marking the bikeway crossings at the roads on the east and west side of the substation.

Thank you for your cooperation in this matter.

Very truly yours,

NOTED
F. B. KLABOE

D. H. MOEHRING
Right of Way Engineer

By

John R. Oakes
Assistant R/W Engineer

RK:mc
Enclosures (1)

cc: F. B. Klaboe
E. S. Hunter
T. W. Litchfield (w/1 cc letter of permit and letter 10-9-72 from Edwards)
Attn: Phil preston
J. B. Boyd (w/2 cc letter of permit)
Rod Henry (w/1 cc letter of permit)

5

RECEIVED
DEC 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

Fran

DATE October 9, 1972

TO 7847 D. H. Moehring
Right of Way Engineer

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Letter Permit - BPA
Independence Jct.-West Salem Bikeway

On this date, Chairman Jackson approved the subject permit. I understand you will include the item on your portion of the agenda for confirmation at the October 31 meeting.

cc F. B. Klaboe
E. S. Hunter
C. W. Head
V. D. Wolfe

10-25-72
Judy said
this will be
in R/W resol.
check on when receive
Fran

NOTED
C. W. HEAD

[illegible]
OCT 9 - 1972
FOR FILING

7847

October 6, 1972
Salem, Oregon

Mr. D. H. Moehring
Right of Way Engineer

Independence Junction-
West Salem Bikeway
Willamina-Salem Highway
Polk County
Right of Way File No. 47362

BUILDING

Attached is a letter form agreement which has been checked by Design and Legal and found to be in order.

The letter permit is for the Highway Division's use of a 5-foot strip as a bike path along the south boundary of the Bonneville Power Administration Salem Substation.

Please place this on the agenda for the next Commission meeting with your other items. I have asked Mr. Klaboe to obtain telephonic approval and the matter will be for confirmation at the next Commission meeting.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc:
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. E. George

Fred - This job is advertised for Oct. 26th
Also obtain telephone approval

United States Department of the Interior
BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

SEP 21 '72 ESH
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

August 29, 1972

In reply refer to:
EL-12
Salem Substation Site
Contract No. 14-03-39556

Your reference:
Independence Junction-
West Salem Bikeway
Willamina-Salem Highway
Polk County
R/W File No. 47362

RECEIVED
SEP 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
314 State Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Reference is made to your letter of August 11.

We are enclosing original and one copy of a letter permit to cover the Highway Department's use of a 5-foot strip along the south boundary of our Salem Substation site to build cut slopes in connection with construction of the subject bikeway.

We are still concerned about the bikeway crossing at the roads on the east and west side of the substation, and we will appreciate being advised what plans you have, if any, for marking these two crossings.

As stated, this permit will become effective when the original is signed and returned to this office.

[illegible] Jackson
10-9-72

Sincerely,

Thomas Kornelis

Thomas Kornelis
Chief, Branch of Land

Enclosure

Copies of letter and Agm't to
Jack Sollis
DH Moehring
FL Hall
FF Terpin
Floyd Scott

CONSTRUCTION SECTION
P

RECEIVED
SEP 26 1972
LOCATION SECTION

RECEIVED
1972
TRAFFIC ENG

United States Department of the Interior
BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

August 29, 1972

In reply refer to: EL-12
Salem Substation Site
Contract No. 14-03-39556

State of Oregon
State Highway Commission
Salem, Oregon 97310

Gentlemen:

Subject: Use of a 5-foot strip of land along the south boundary of the Bonneville Power Administration Salem Substation Site, adjacent to the Willamina-Salem Highway, between approximate Opposite Highway Construction Station 1231+00.61 and approximate Opposite Highway Construction Station 1227+77.15, in the SW¼ of Section 29, Township 7 South, Range 3 West, W.M., Marion County, Oregon, for cut slopes in connection with construction of the Independence Junction-West Salem Bikeway.

The above described use of said substation site has been determined not to be a hazard to nor an interference with the Bonneville Power Administration's present use of this area for electric transmission facilities. Accordingly, there is no objection to such use, subject to the condition, however, that if such use should at any time become a hazard to the presently installed electrical facilities of the Administration, or any facilities added or constructed in the future, or should such use interfere with the inspection, maintenance or repair of the same, or with access to said substation site, the State will be required to remove such hazard or interference.

The State, of course, will have to assume all risk of loss, damage or injury which may result from its use of the area, except for such loss, damage or injury as the United States may be responsible for under the provisions of the Federal Tort Claims Act, 62 Stat. 982, as amended. It is understood that any damage to the Government's property caused by or resulting from the State's use of the area may be repaired by the Administration and the actual cost of such repair shall be charged against and be paid by the State.

The following conditions also must be complied with:

1. Ivy shall be planted by the State at the top of the cut slopes to reduce erosion and to add to appearance of the area.

It is understood that any rights granted the State hereunder are subject to existing rights, if any, of other parties.

It is further understood that the State covenants and agrees that it will comply with the terms and provisions of Title VI of the Civil Rights Act of 1964, 78 Stat. 241, to the extent that the provisions of said Act apply to the State. In the event of violation, the United States of America reserves the right to invoke the provisions of Section 17.4 of Title 43 C.F.R.

This agreement will become effective when this letter is signed and returned to Bonneville Power Administration, P. O. Box 3621, Portland, Oregon 97208. The copy is to be retained for the State's record.

Sincerely yours,

Thomas Kornelis

Thomas Kornelis
Chief, Branch of Land

The above agreement is accepted and its terms agreed to on this ______ day of __________, 1972.

STATE OF OREGON
State Highway Commission

By______________________

Title____________________

RECEIVED
FOR FILING

Salem
F B Klaboe

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7847

October 4, 1972

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Re: Bikeway Facility
Independence Jct.-West Salem Sect.
Willamina-Salem & Salem-Dayton Hwys.

Dear Mr. Van Wormer:

This letter-form agreement, with preliminary plans, is submitted for your approval pursuant to prior meetings and discussions concerning the construction of a proposed bicycle-pedestrian facility between Independence Junction and West Salem, adjacent to the Willamina-Salem and Salem-Dayton Highways in or near Salem. The project is currently scheduled for the October 26 bid letting.

Construction and maintenance of the bicycle-pedestrian facility may be accomplished as follows:

1. State shall prepare plans, contract, and bear all costs related to constructing the project between Independence Jct. at the intersection of ORE 22 and ORE 51 and Wallace Road at ORE 22 and ORE 221.

2. State shall construct the facility on existing walks or trails where possible, with meandering as required.

3. State shall coordinate work with City Parks and Recreation Department in the interest of protecting existing improvements.

4. State shall be responsible for all railroad negotiations.

5. State and City agree to perpetual use of any properties utilized for this facility owned by either City or State, and this use shall not be revocable except by mutual, written agreement.

RECEIVED
STATE HWY ENGR
OCT 27 '72
REFER TO
FOR
Info Inves R/D DIR Sign Act File

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1972
☑ ENGR. ☑ SUPR. ☐ ☐ ☐
☐ ☐ ☐ ☐ ☐

6. State agrees to use portland cement concrete for those portions of the bicycle facility through the linear park areas, lying basically between Rosemont Street N. W. and Wallace Road N. W.

7. City shall adopt the necessary resolution or ordinance restricting motorized vehicles from this facility other than for emergency or maintenance.

8. City shall be responsible for all daily, routine, ordinary maintenance required on this facility lying within the corporate limits of the City of Salem as mutually agreed upon by State and City.

If the foregoing is agreeable to the City, please have the necessary signatures affixed and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
D. N. Harwell
Asst. County and City Engineer

APPROVED BY CITY OF SALEM
By Robert S. Moore, City Manager
By B. T. VanWormer, Dir. Public Wks.
Date Oct. 4, 1972

Approved 10-25-72
Asst. State Hwy. Engr.

DNH:ljt
Encl: Plans

cc: E. S. Hunter
Victor Wolfe

RECEIVED
OCT 5 1972

OREGON STATE
HIGHWAY DIVISION

72-77

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
R. N. Bothman
J. B. Boyd

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Bicycle Facility
Rickreall-West Salem Section
Willamina-Salem Highway (ORE 22)

Gentlemen:

On August 2, we wrote to you regarding the proposed bicycle facility being considered between Rickreall (ORE 99W) and Salem (ORE 221). Your reply of August 22 requested further information as to the intent and plans of implementing this trail system.

The State currently has under construction the Rickreall-Independence Junction Section of ORE 22, which includes a bicycle facility on a portion of the project. The State also plans to accept bids on October 26 for a bicycle facility along the Independence Junction-West Salem Section of ORE 22 as a continuation of the bikeway now under construction.

There would be joint use by motor vehicles and bicycles of the existing alignment between Oak Knoll Golf Course and Rickreall. The State will install the necessary striping and erect the necessary signing to safeguard the bicycles from the motor vehicles.

The matter of the crossing of relocated ORE 22 immediately west of the golf course will be subject to study as to its use by bicycles; and if such use warrants a separation structure, it would have to be considered at that time.

NOTED
E. S. HUNTER

We trust the above supplies the information you desired and we are enclosing a set of revised plans for the proposed Independence Junction-West Salem (Bikeway) Section.

RECEIVED
OCT 4 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

more

If you concur in the foregoing, please indicate your approval in the space provided below and return two signed copies to this office at your earliest convenience so we may proceed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D.N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED BY POLK COUNTY
BOARD OF COMMISSIONERS

Date____________________

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

DNH:mm
10/3/72

Encl.

S C

RECEIVED
SEP [illegible] 1972

FORM E-30-X 12-67

7847

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 27, 1972

SUBJECT: Independence Junction-Wallace Park Bikeway

To: FILE

On August 30, E. S. Hunter, J. D. McClure and I met on the ground with B. T. Van Wormer, Director of Public Works, to review this bikeway proposal. Mr. Van Wormer was in favor of Mr. Hunter's proposal that the bicycle path be placed behind the buildings to eliminate the hazard to bicycle and pedestrian traffic in front of some of the business establishments along Edgewater Street.

Subsequently, the City Planning Commission recommended approval of this concept to the Salem City Council which approved the proposal. Also subsequently, Mr. Carroll Quimby of the League of American Wheelmen approved the concept and indicated that he thought this particular bike path would get considerable usage.

The main reason for this memo is to set forth stipulations agreed upon between Mr. Hunter and Mr. Van Wormer; i.e., that the State would use concrete for the bicycle path surfacing through the linear park areas. In return for this the City would accept day-to-day maintenance of the entire bicycle path from the city limits line northward.

It would appear that the County and City Section should initiate a necessary agreement.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
H. S. Cox
F. L. Hall

NOTED
E. S. HUNTER

RECEIVED
SEP 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30-X 12-67

7847

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1972

SUBJECT: Independence Junction-West Salem Bikeway
Willamina-Salem Highway
Polk County

To: MEMO TO THE FILES

In reference to the subject bikeway I contacted Mr. Bob Maxey, Regional Parks Director for the Salem area, to determine ownership of park benches along the wall area near the retirement home. After looking into the ownership, Mr. Maxey stated that the benches are not owned by the Parks Department or any City agency.

I then contacted Mr. Ed Bennett, Maintenance Supervisor for the Capital Manor Retirement Home. He stated that the benches were donated as a courtesy to the home and they would have no objections to our relocating the benches during the sidewalk widening for a bicycle facility.

I have also discussed the extended bicycle route facility along Edgewater Street behind the buildings with Mr. Carroll Quimby, National President for the League of American Wheelmen. He felt that this was an excellent location and could foresee no problems of going behind the buildings. He felt the bicycle route would be used to a great extent. He was concerned about the intersection and crossing at Wallace Road. After reviewing this intersection with me he agreed that our solution would be acceptable and would also allow a future connection to the City's proposed signing of Wallace Road for a bike route.

Attached for informational purposes are two letters supporting the bicycle route facility along Edgewater Street.

NOTED
E. S. HUNTER

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter ✓

RECEIVED
SEP 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

ROOM 305 ☆ CIVIC CENTER, 555 LIBERTY STREET S.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
W. J. KVARSTEN, *Director*

September 1, 1972

Mr. James D. McClure
Department of Transportation
218-B State Highway Building
Salem, OR 97310

Dear Mr. McClure:

On August 29, 1972 the Salem Planning Commission endorsed the proposed bike route from Wallace Road NW to the Independence "Y" and encouraged its construction by the State Highway Division as soon as feasible.

The Commission also recommended that the City begin signing of the approved West Salem bike route on Wallace Road NW, Glen Creek Road NW, Kingwood Drive NW and Eola Drive NW which will join the proposed State bike path and form a loop route in West Salem.

Very truly yours,

Larry K. Frazier, AIP
Acting Secretary
Salem Planning Commission

MOUNTEER/b

NOTED
E. S. HUNTER

RECEIVED
SEP 6 1972
LOCATION
SECTION

MEMBER AGENCIES:
State of Oregon • COUNTIES: Marion, Polk, Yamhill • CITIES: Salem, Woodburn, Silverton, Stayton, Mt. Angel, Turner, Dallas, Falls City, Independence, McMinnville, Newberg, Sheridan, Lafayette, Amity, Carlton, Willamina • SPECIAL DISTRICTS: Marion Fire #1, Polk Co. I.E.D., Marion County I.E.D., Salem Public Schools, Marion, Polk, Yamhill Soil and Water Conservation Districts.

PS

1859

OREGON STATE
HIGHWAY DIVISION

7847

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy, Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 673, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec., Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section, La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
SEP 21 1972
FORM 2-30 (REV. 10-69)
FOR FILING

7847

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1972

To:

Mr. Frank L. Hall
Design Engineer
Building

SUBJECT: Independence Junction-West Salem Bikeway Section
Willamina-Salem Highway
Polk County

Please prepare the necessary descriptions to acquire the needed right of way for the subject project as shown on the attached sketch.

Mr. Moehring's staff is prepared to negotiate this property immediately as the project is currently scheduled for an October 26 bid letting.

Victor D. Wolfe
Location Engineer

By

James D. McClure
Office Locating Engineer

NOTED
E. S. HUNTER

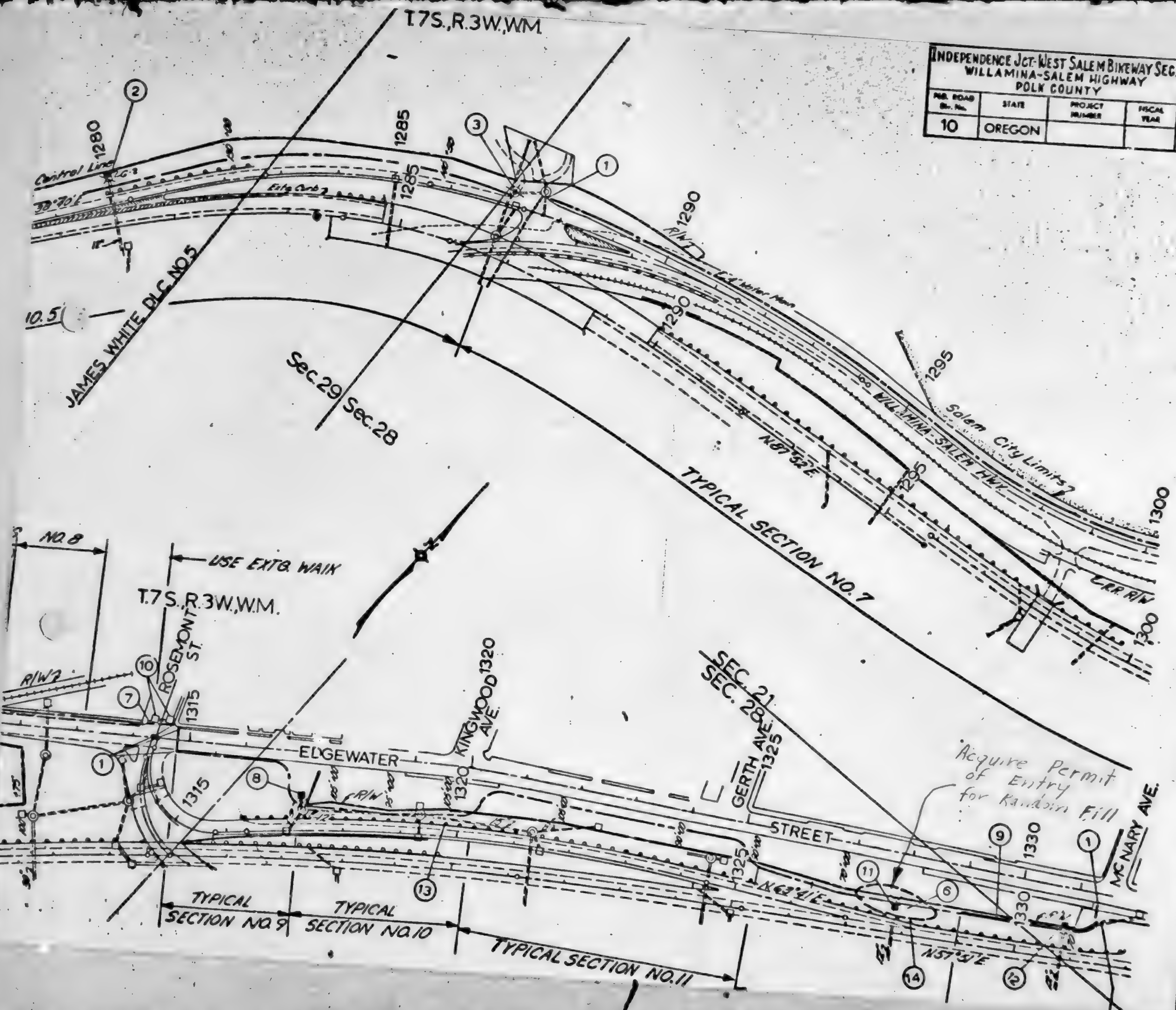
Attach
JDM:jp
cc: E. S. Hunter
D. H. Moehring
J. B. Boyd
Rod Henry

RECEIVED
SEP 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*58478-786

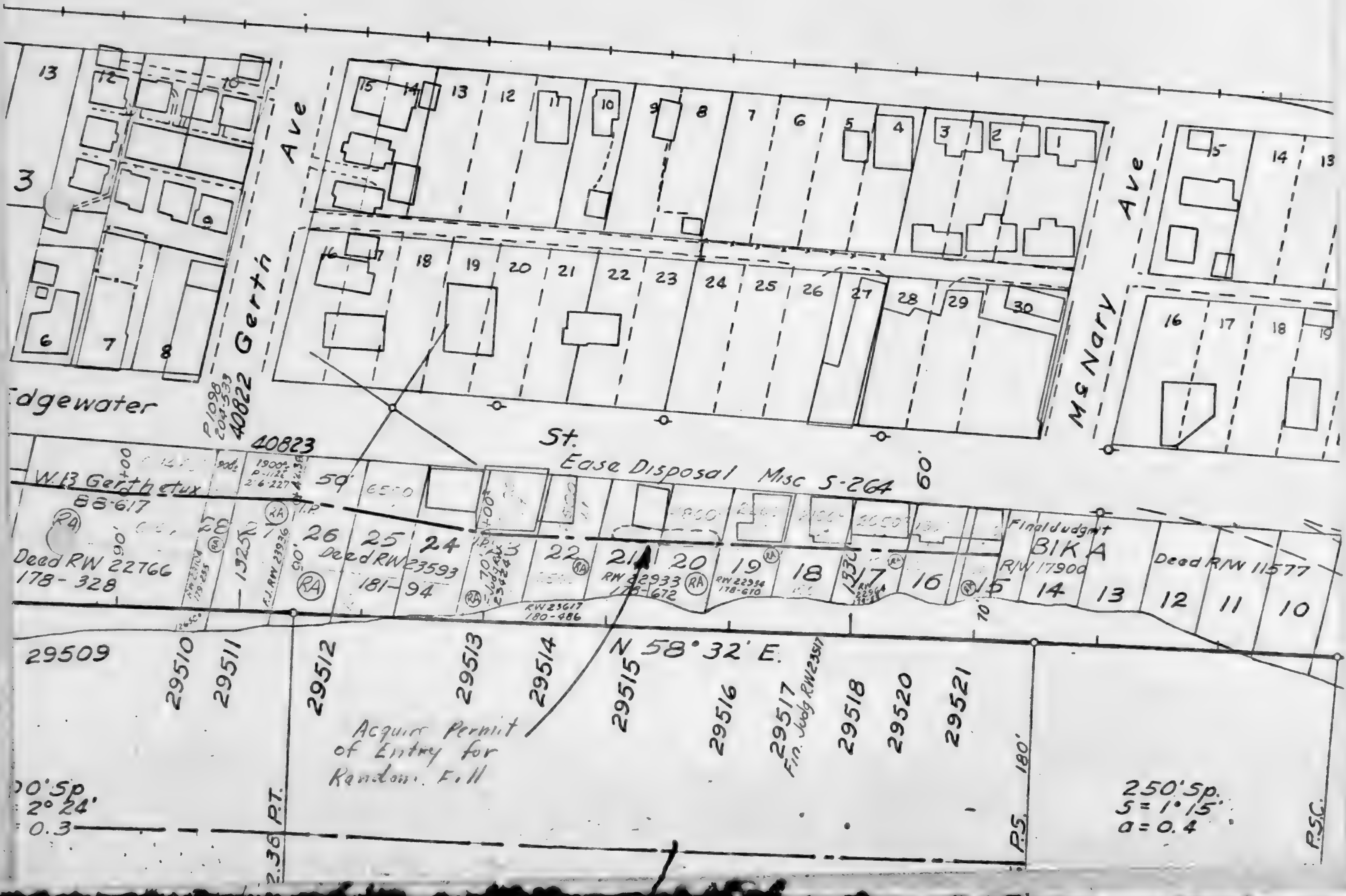
INDEPENDENCE JCT.-WEST SALEM BIKEWAY SEC.
WILLAMINA-SALEM HIGHWAY
POLK COUNTY

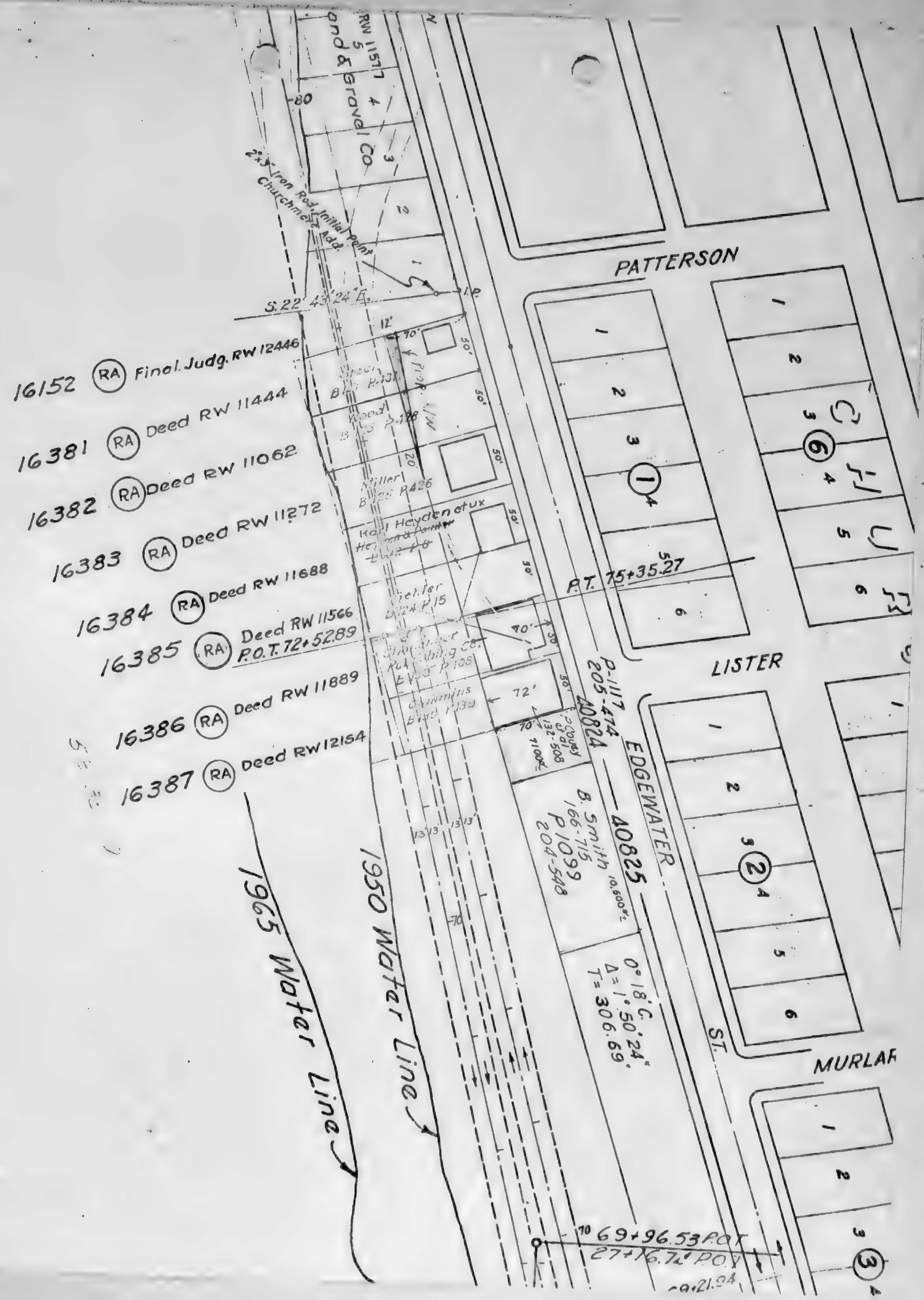
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 5
10	OREGON			TOTAL SHEETS See Index

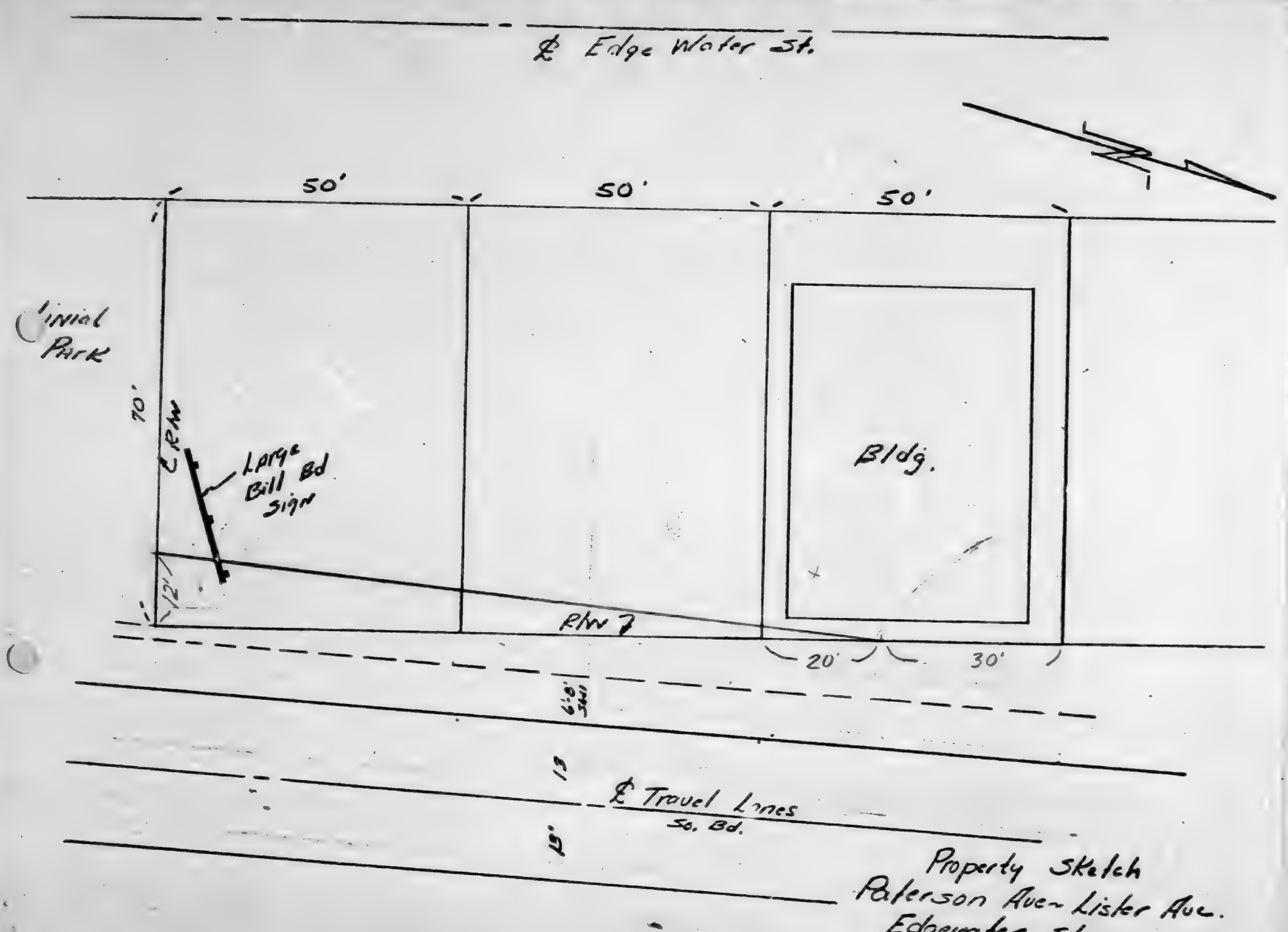


5

See 4B-23-24 For More Detail




RW 11577
5
4
3
2
1
and & Gravel Co
80
2"x3" Iron Rod, Initial Point Churchmel's Add.
I.P.
S.22° 43' 24" E.
12'
70'
50'
Prop. R/W
20'
B 22 P.131
B 25 P.128
Miller B 25 P.426
Karl Hayden etux
B 24 P.15
Publishing Co. B 30 P.105
B 30 P.139
72'
70'
County et al 132-508 7100±
16152 (RA) Final. Judg. RW 12446
16381 (RA) Deed RW 11444
16382 (RA) Deed RW 11062
16383 (RA) Deed RW 11272
16384 (RA) Deed RW 11688
16385 (RA) Deed RW 11566 P.O.T. 72+52.89
16386 (RA) Deed RW 11889
16387 (RA) Deed RW 12154
PATTERSON
LISTER
MURLAR
EDGEWATER ST.
P.T. 75+35.27
P-1117 205-474
40824
40825
B. Smith 166-715 P 1099 204-540 10,500±
0° 18' C. Δ = 1° 50' 24" T = 306.69
13' 13' 13' 13'
70
69+96.53 P.O.T.
27+16.72 P.O.Y.
69+21.94
①
②
③
⑥
1965 Water Line
1950 Water Line



Property Sketch
Paterson Ave - Lister Ave.
Edgewater St.
W. Salem Bike Route
Scale 1" = 20' 9/5/72

FORM 6-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1972

SUBJECT: Patterson Ave.- Lister Ave. Sec.
West Salem Bike Route
Polk County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

D. H. MOEHRING

The estimated value of the permanent easement shown on the attached sketch is $600.

Although the map indicates that this will be a permanent easement, it is assumed that the area will be occupied by the proposed bike path and the estimate is the same as if the taking were in fee.

NOTED
JOHN R CASE

Rod J Henry
ROD J. HENRY
District Right of Way Supervisor

RJH:ph
Attachment

9-11-72
Send copies to Jim McClure in Location.

GP*82679-784

5

FOR FILE

7847

REGIONAL PARK and RECREATION AGENCY
OF THE MID WILLAMETTE VALLEY
555 LIBERTY S.E.
SALEM, OREGON 97301
PHONE 503/588-6261

September 7, 1972

Mr. Vick Wolf
Location Engineer
State Highway Building
Salem, Oregon 97301

Mr. Wolf:

Our staff has reviewed plans for a proposed bikeway in West Salem and heartily endorses this plan.

The bikeway will make good use of the linear parkway along Edgewater Street. The use of the parkway will cause no foreseeable problem except a possible conflict with the existing irrigation system. If such a conflict should occur I'm sure there will be no problem to mutually solve it.

Sincerely,

Robert L. Maxey
Director

Jerry Gooley
by Jerry Gooley
Landscape Designer

JG:sv

NOTED
E. S. HUNTER

REFERRED TO
McClure
By Location Engineer

cc Hunter 9-15

RECEIVED
SEP 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 1972
LOCATION
SECTION

SEP 5 1972

7847

RECEIV
SEP 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1972

SUBJECT: Independence Junction-West
Salem Bikeway Section
Polk County

To: MEMO TO THE FILES

On August 29 Mr. Don Harwell and myself met with the following City of Salem personnel to discuss the subject bikeway along Edgewater Street in West Salem:

Bill Stark, City Manager
Bob Briscoe, Assistant City Manager
Ann Mounteer, Planner, Mid-Willamette Valley Council of Govts
Jerry Cooley, Assistant Parks Planner

I explained the bike route project from Wallace Marine Park along Edgewater Street to the West Salem city limits, pointing out the possible problem areas of joint use of the sidewalk along the areas of the retirement home, library and the businesses on the easterly side of Edgewater Street. The biggest problem area being along Jerry's Gables restaurant and its adjacent businesses.

The group was in favor of using the lineal park areas for the bike route and did not feel there would be any problems with the sprinkling systems. I stated that the bike route would be located between the sprinkler systems but minor modifications in the sprinkling schedule may be required.

Sidewalk construction along the businesses that now have head-in parking was favored by the group. Using the existing walk for a bike route along Jerry's Gables restaurant was very questionable due to the minimum width and various doorways opening onto the walk.

The City will study and review the plan with the following groups:

Planning Commission	-	August 29
CATZ	-	August 31
City Council	-	September 11

NOTED
E. S. HUNTER

SP*52478-734

Memo to the Files
Page 2
August 31, 1972

Mr. Harwell stated that due to the time element he would recommend we go ahead and advertise the project as is. If the City objects to the proposal the project or a portion of the project could be pulled or deleted.

On August 30 I received a call from Mr. Van Wormer. He requested that we consider concrete walks only in the areas that Edgewater Street has been improved and also through the lineal parks. The additional cost of concrete was discussed and his request will be considered.

James D. McClure
Office Locating Engineer

JDM:jp
cc: Victor D. Wolfe
E. S. Hunter
Don Harwell

5

7847

August 29, 1972
Salem, Oregon

Mr. D. N. Harwell
County-City

BUILDING

- orig. in #7779

Please pursue with Polk County their acceptance of a bicycle route designation on the old highway alignment westerly of the Oak Knoll Golf Course. We would be agreeable to striping and sign erection as they might require.

With regard to the crossing of the new highway facility near the Golf Course, we have deferred the construction of an overcrossing structure pending our observation of bike use. If the bike use warrants construction of a separation in the future, we will consider an overcrossing at that time.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
Victor D. Wolfe

cc: F. B. Klaboe
Victor D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 25, 1972

SUBJECT: Bicycle Facility
Rickreall-Independence Jct. and
Independence Jct.-West Salem Sects.
Willamina-Salem Hwy. #30
Polk County and City of Salem

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

For informational purposes, under dated of June 28, 1972, I sent to the Polk County Board of Commissioners plans for the proposed bikeway facility between Independence Junction and West Salem.

It was decided by you and Mr. Klaboe that we would retain this facility for State maintenance. On August 23, 1972 revised plans were referred to this office indicating an extension of this facility into the City of Salem at a terminus near the Wallace Road-Edgewater Street Intersection, with a request that we contact the City of Salem for consideration to assume the maintenance of the portion within the City upon completion of construction by State. On August 24, 1972 Mr. Victor Wolfe informed me that a suggestion had been submitted for your consideration that we do not construct this facility northeasterly of the Southern Pacific Transportation Company's railroad grade crossing.

This office will make no further attempt to contact either the City of Salem or Polk County until we hear from you or Mr. Wolfe.

The other bicycle facility under consideration was subject of a letter to the Polk County Board of Commissioners on August 2, 1972 relative to the Rickreall-Independence Junction Section requesting the County's concurrence of State's erection of signing designating a portion of the old alignment westerly of the Oak Knoll Golf Course as a part of the bikeway system. County replied on August 22 (letter attached) that they would appreciate additional information as to our intent to improve the old facility for use as a bicycle facility in conjunction with vehicular traffic. It appears that possibly a double stripe on the shoulder would suffice if the shoulder has ample width.

A further concern is the crossing of the new facility westerly of the Golf Course by bicycle traffic.

Please review the foregoing and let me know what further action you desire on these matters.

RECEIVED
AUG 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

NOTED
E. S. HUNTER

By D. N. Harwell. ljt

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

Bike Trail,
Hwy 30, Polk

Polk County Board of Commissioners

Room 12
County Court House
DALLAS, OREGON 97338

CLINTON D. FORBES
Chairman
H. B. HILDEBRAND
Commissioner
CLIFFORD R. JONES
Commissioner

Telephone 623-8171
Extension 44

August 22, 1972

D. N. Harwell
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

In reference to your request in regard to Bicycle Facilities as proposed in your letter dated August 2, 1972, the Board feels that it should be better informed as to the intent before signing the agreement.

It is our belief that due to the now existing commercial businesses located on this section of highway #22, there will always be a considerable amount of heavy traffic using this road, therefore we are concerned and curious as to what you have planned.

We would appreciate any additional information that is available at this time.

Sincerely,

POLK COUNTY BOARD OF COMMISSIONERS

Clinton D. Forbes
Clinton D. Forbes, Chairman

RECEIVED
COUNTY & CITY SECTION
AUG 24 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

bc: L. P. Shaw
E. S. Hunter
V. D. Wolfe
R. N. Bothman
J. B. Boyd

Polk Co.
[illegible]

August 2, 1972

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

RE: Bicycle Facility
Rickreall-Independence Junction
Willamina-Salem Highway

Gentlemen:

Under date of March 17, 1970, the County and State entered into the throughway-abandonment agreement regarding the Rickreall-Independence Junction Section of the Willamina-Salem Highway (ORE 22). This section of highway is currently under construction based on bids received at the June 29, 1972, bid opening.

Pursuant to the above agreement, the County, upon completion of new construction and opening to traffic, is to accept the existing facility lying basically between the junction of ORE 99W at Rickreall and ORE 51 near Brunk's Corner.

The State proposes to erect signing for the aforesaid existing facility as a portion of the bikeway system and requests that the County concur in this proposal.

We appreciate your understanding and cooperation in this and other matters of highway construction in Polk County and if the foregoing is agreeable to you, please affix the necessary signatures and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. H. Harwell
Assistant Engineer
County and City Section

APPROVED ______________________ 19___

BOARD OF COMMISSIONERS OF Polk COUNTY

BY ______________________
COMMISSIONER

____
COMMISSIONER

____
COMMISSIONER

DHH:lat

☑ ☑ ☑ ☐ ✓
☑ ☑ R

FORM 8-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7847

August 23, 1972

SUBJECT: Independence Junction-West Salem Bikeway

To: Mr. E. S. Hunter
Assistant State Highway Engineer

This date I reviewed the subject bikeway from Rosemont Avenut to Wallace Marine Park. There are a number of obvious problems connected with the construction of a bicycle path on the east side of Edgewater Street; one is the power poles in the sidewalks in front of the library which cannot be conveniently moved. The next problem would appear to be the underground sprinkling system in the landscaped area between Edgewater and the freeway with control valves, et cetera, all in the area where the bicycle path should be. There are also some businesses with head-in parking which could be changed by the installation of curbs and sidewalks, forcing parallel parking.

I would like to recommend for your consideration that since Edgewater Street is a 48-foot curb-to-curb section with single lane two-way traffic and parallel parking, and since there is ample room for an automobile to pass a bicycle without crossing over the center stripe, we delete construction of this portion of the bikeway at this time and simply sign Edgewater Street as a bicycle route. We could then at some later date, when the utilities go underground, construct sidewalks if it were deemed necessary.

If you are not in favor of this suggestion, then I would like to secondly suggest that careful consideration be given to the utilization of the existing sidewalk on the west side rather than trying to put a bicycle path through the extensive landscaped area.

NOTED
E. S. HUNTER

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

RECEIVED
AUG 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

VDW:mc

cc F. L. Hall
J. D. McClure

SP*82475-734

7847

Salem, Oregon
August 16, 1972

West Salem Bike Routes

Mr. Victor D. Wolfe
Location Engineer

Currently, two connecting bike route segments along the Willamina-Salem Highway are under design and construction. The first segment, from Wallace Marine Park in West Salem to Independence Junction, will be advertised in September; the second segment, from Independence Junction-Rickreall, is presently under construction as part of the highway construction project as required by House Bill 1700.

To obtain usage and purpose for the required second segment, it is necessary to develop the connecting route from West Salem, therefore constructing a continuous bike route to the Rickreall area.

Bike routes to the Monmouth and Independence areas are necessary to further justify and generate usage on the above route. These additional routes will form a recreational loop utilizing the maintenance-constructed route between Monmouth and Independence. An additional recreational bike route can therefore be developed along the old highway, with guide signs only, from Monmouth to Helmick State Park to the south, further justifying the proposed routes.

In discussing this total route package with Mr. Quimby, National President for the League of American Wheelmen, he indicated that this proposed recreational route is one that is already traveled by expert cyclists riding on the existing travelways. Mr. Quimby indicated that by building separate paths and widening shoulders on this route, it becomes available to amateur riders and would get a considerable amount of usage, as well as providing a facility with a purpose, rather than a nonusable segment of bike route without a purpose.

NOTED
E. S. HUNTER

RECEIVED
AUG 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mrs. Ann Mounteer, planner with the Mid-Willamette Valley Council of Governments was contacted for the purpose of discussing these proposed routes. Mrs. Mounteer felt that the general concept of the planned routes was sound and that the facilities would be used. The route also implements a portion of the City's West Salem proposed bike route as shown on their master plan.

In the future this route could be extended to the Corvallis-Albany areas, providing a route between the college in Monmouth and Oregon State University.

James D. McClure
Locating Office Engineer

JDM:jp
cc: E.S Hunter

5

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7347

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

August 11, 1972

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

Re: Bikeway Encroachment
Bonneville Power Administration
Property
Independence Junction-West Salem
Bikeway
Bonneville Station-Patterson
Avenue Section
Willamina-Salem Highway
Polk County

Gentlemen:

Reference is made to our letter dated June 30, 1972, which requested an easement for a bikeway across your substation property on this section.

The project has been revised so that we will construct the bikeway on highway right of way; however, it is necessary to encroach on your property to build the proper cut slopes. As discussed with your Mr. Conrad Nystrom, we plan to plant ivy at the top of the cut slope which should reduce any tendency for erosion and add to the appearance of the area.

Attached are three copies each of a sketch map and cross section showing our proposal.

Please review this information and advise if our plan is acceptable to BPA, and if so, proceed with the appropriate permit to authorize our work on your property.

This project is now scheduled for the opening of bids on September 28, 1972. If further information or assistance is required, please contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
D. H. Moehring-R/W #47362
J. B. Boyd
Rod Henry
J. W. Valentine

RECEIVED
AUG 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

7847

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1972

SUBJECT: West Salem Bike Route Proposal
Polk County

To: MEMO TO THE FILES

On the afternoon of July 13 I met with Mrs. Ann Mounteer, planner with the Mid-Willamette Valley Council of Governments in Salem. The purpose of the meeting was to discuss our proposed bicycle routes from West Salem to the Independence, Monmouth and Rickreall areas and the Independence Junction-West Salem Bikeway Section.

Mrs. Mounteer felt the general concept of the planned routes is sound and that the facilities would be used. She also felt the separate path, as proposed in the contract plan, was most desirable but the use of the 10-foot shoulders for bike routes was not a good idea. She indicated that further public exposure to these routes through the Polk and Marion County Planning Commissions would be desirable. This could be accomplished by including the proposals as "Information Items" on their agenda with normal publicity. Mr. John Hossick, Polk County Planner, was contacted and he stated that their next meeting will be on July 18. Marion County's next meeting will be on July 25.

Mrs. Mounteer also wanted a copy of our proposal sent to each member of the STATS citizen's advisory group asking for their comments.

The proposed West Salem bike route would be consistent with Salem's bikeway plan approved by the Salem City Council on May 10, 1971. Mrs. Mounteer was primarily responsible for the development of this plan, a joint effort by the Salem Bike Club, Regional Parks and Recreation Agency and the Council of Governments. A copy of the plan is attached.

NOTED
E. S. HUNTER

James D. McClure

James D. McClure
Office Locating Engineer

RECEIVED
JUL 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
Attach
cc: E.S. Hunter

NOTED
E. S. HUNTER

SP*52475-734

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7847

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. [illegible]

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

June 30, 1972

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

Re: Preliminary Plan and Easement Forms
Independence Junction-West Salem Bikeway
Bonneville Station-Patterson Avenue Section
Willamina-Salem Highway
Polk County
R/W File: 47362

Gentlemen:

Attached are three copies of our preliminary plans and three prints of a section of our right of way map No. 8B-13-6 for this section of highway.

Your attention is directed to Sheet 2 of the preliminary plans which indicate our proposed construction on your property in the vicinity of Tower No. 1/1. Also attached is the original and two copies of an easement form covering right of way for the public bicycle and pedestrian trails. The proposed easement covers 0.16 acres of land owned by USA-Bonneville Power Administrator and is a portion of your Salem substation site.

Enclosed for your information is a copy of the quitclaim deed from Bonneville Power Administrator which is mentioned in the description. The subject property is a strip of land 10 feet in width lying northerly of and adjoining the northerly line of the property described in Parcel 1 of the above mentioned quitclaim deed.

Please note the consideration has been left blank. If no consideration for this easement is necessary, please fill in $1.00 in the space provided for the consideration.

Since this project is scheduled for letting on July 27-28, 1972, your early attention to this matter will be greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
D. H. Moehring
J. B. Boyd
Rod Henry
J. W. Valentine

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1972

FOR FILING

7847

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 5, 1972

TO MEMORANDUM TO THE FILE

FROM Frank E. Terpin
Final Design Engineer

Frank E. Terpin

SUBJECT Independence Jct.-West Salem (Bikeway) Section
Willamina-Salem Highway
Polk County

An inspection of Holman State Park was made this date in the company of Warren Gaskill and Larry Jacobson for the purpose of deciding on a location of the subject bike route through the park.

Agreement on a general route was reached with the details of the exact alignment to be worked out at the time of construction as this is to be an equipment rental project.

FET:jh
cc: V. D. Wolfe
J. B. Boyd
Warren Gaskill

RECEIVED
MAY 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7277

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc
Floyd Query
George F. Baldwin
F. B. Klaboe
L. S. Hunter
L. H. Young
F. L. Hall
H. S. Cox
W. C. Shoop
Gary Ross
Gary Card

[illegible]:js cc

DATE May 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

ORIGINAL SIGNED
TOM EDWARDS

SUBJECT Finance Approval
Six Bikeway Projects

Every effort is being made to complete plans for the following bikeway projects which are scheduled for the July letting:

1.	S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
2.	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	228,000
3.	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-679, Marion Co.: Grade, Pave & Str.	200,000
4.	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
5.	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000
6.	Gresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	6,000
		$843,000
	Contingency	57,000
		$900,000

I recommend these bikeway projects be constucted with State funds at an estimated cost of $900,000 and request your authorization to include them in our current State Construction Program.

This matter will be on the agenda for your consideration at the June 27 meeting.

5

RECEIVED
MAY 15 1972
FOR FILING

FORM E-30 (REV. 10-69)

7847

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1972

SUBJECT: Sidewalk Construction
Independence Jct.-West Salem Section
Willamina-Salem Highway

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

BUILDING

The cost for this bike path-sidewalk is:

By Contract	$230,000
By State Forces	111,000

The major savings would be in general excavation, retaining wall construction, extra asphaltic concrete in walks, and restoration of landscaping.

This project is not on the Maintenance Program for bike paths.

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp

NOTED
E. S. HUNTER

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Fred
I recommend we
contract job of
this size.
[illegible]
EsH

Independence Jct. - W. Salem

Willamina - Salem

ESTIMATE OF COST

10/8/71

SHEET 1 OF 1

ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST		
Temporary Protection & Direction Traffic	All	100%		100%	$ 7,500	00	$ ~~7,500~~	~~00~~	5,000
Clearing and Grubbing	All	100%		100%	3,000	00	3,000	00	3,000
General Excavation	Cu. Yd.	4,060	810	4,870	5	00	24,350	00	12,000
Trench Excavation	Cu. Yd.	40	10	50	10	00	500	00	500
Aggregate Foundation Course	Cu. Yd.	980	195	1,175	8	00	9,400	00	5,000
Class "C" Asphalt Concrete in Mixture	Ton	1,974	396	2,370	10	00	23,700	00	27,000
Class "A" Concrete in Retining Wall	Cu. Yd.	354	71	425	100	00	42,500	00	20,000
Reinforcement in Walls	lb	26,108	5,220	31,330	0	25	~~7,832~~	50	
12-Inch Culvert Pipe	Lin. Ft.	900	180	1,080	5	00	5,400	00	6,000
Soil Sterilant	Sq. Yd.	11,778	2,357	14,135	0	15	2,120	25	2,000
Extra for A.C. Walks	Sq. Yd.	11,778	2,357	14,135	2	75	38,871	25	0
Extra for A.C. Curbs	Lin. Ft.	900	180	1,080	1	75	1,890	00	3,000
Install Chain Link Fence	Lin. Ft.	1,100	220	1,320	2	35	3,102	00	3,000
Restore Landscaping	All	100%		100%	20,000	00	20,000	00	10,000
					SUBTOTAL		190,166	00	92,000
			+20% Engineering & Contingencies				38,034	00	18,500
					TOTAL		228,200	00	$111,000

$\frac{228,200.00}{3.5}$ = $65,200/mile

3.5 Mi. Bike Path Cost by State Forces

= $111,000

FORM E-30 (REV. 10-69)

Blwp 2-5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1972

SUBJECT: Sidewalk Construction
Independence Junction
West Salem Section
Willamina-Salem Highway

To: F. B. Klaboe
DEPUTY STATE HIGHWAY ENGINEER

We have reviewed the sidewalk construction on the above section and believe that State Maintenance Forces could accomplish this work, probably better than in a contract. There is much landscaping that we could minimize the damage by doing it with a small extra gang crew and in conjunction with our landscaping crew.

The problems appear to be as follows:
(1) Time. It is our opinion that this project could be accomplished in a two-season operation, but with the $230,000 estimate this is not possible under our present $50,000 limitation. We also would have to increase our forces somewhat as we now are down to a bare minimum on our crews to accomplish this work within the two-season period.

(2) Widths. It appears that a 10-foot subgrade and an 8-foot top width would be much superior to the present 7-foot width. The project would be much cheaper, provided we could use our standard trucks with possibly a Layton Paver for uniformity in width and riding surface. Some mechanical laying equipment is mandatory in my opinion because of the appearance of the completed project.

The elements of design with maintenance forces doing this work would be much simpler as we could solve a good share of the problems as we went along without formalizing plans.

Please advise if you wish a more formalized proposal on this. I am attaching the original estimate which was sent to Mr. Frank Hall.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

RECEIVED
JAN 4 1972
ICE OF
STATE H WAY ENGINEER

JBB/jc
Attach.
cc: R. N. Bothman
Frank Hall
Floyd Lacey
Ed Hall

2-8-72
Bothman
What's your estimate
is this on any
maint. program?
should it be?
Ed H

SP*82475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1971

SUBJECT: Reconnaissance Sidewalk Estimate
Independence Junction
West Salem Section
Willamina-Salem Highway

To: Frank Hall
DESIGN ENGINEER

Attached is a set of the As-Constructed plans on the Independence Junction-West Salem section on which Resident Engineer Ed Hall has marked a reconnaissance-type proposal for constructing sidewalks. This plan is in accordance with our Tuesday, October 5, Field Inspection. The widths are in accordance with instructions from Frank Terpin.

Also attached are the computations sheets and a cost estimate that would total $228,200 or $65,200 per mile. Your attention is called to the typical sections on sheet 1A of the plans. Should wider widths be deemed desirable or necessary, the estimate can simply be prorated.

Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/km

cc Ed Hall

Attachments

Frank
Could maintenance handle this?
Fred

SP*32479-734

RECEIVED
OCT 1 [illegible] 1971

FOR FILING

7847

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

October 12, 1971
Salem, Oregon

To: MEMORANDUM TO THE FILES

SUBJECT:

On October 4, 1971, I accompanied Jerry Wimer and Ed Hall over the Willamina Highway from West Salem to Rickreall evaluating the feasibility of a bicycle or foot path.

It will not be feasible to construct a walk adjacent to the existing curb the entire length because in many places the landscaped cut bank toes near the curb. It does seem feasible to construct a pathway that would intermittently follow the curb, be benched into the cut bank or be at the top of the cut bank.

This pathway should be on the northerly side of the highway to Independence Junction. The Rickreall-Independence Junction Section should be curbed to the Oak Knoll Golf clubhouse with walks on both sides. From this point westerly curbs should be dropped with the old highway remaining in use as a bicycle route to Rickreall, Pacific Highway West and Dallas. Future extension of the route toward Dolph Corner can be planned with the future development of the interchange at the Pacific Highway crossing. Sidewalks will be required on this future structure for access to the school and Rickreall shopping area from the north and the bicycle route can be taken over the structure and west along the on-ramp toward Dolph Corner at that time.

Jerry Wimer has been asked to work up a preliminary estimate of cost for the section east of Independence Junction.

ORIGINAL SIGNED BY
FRANK L. HALL
Frank L. Hall
Design Engineer

FLH:jh
cc: F. B. Klaboe
V. D. Wolfe
L. H. Young
J. B. Boyd
F. E. Terpin

RECEIVED
OCT 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7848 Oro Dell Section of the Old Ore. 1972
Trail W. of La Grande city limits
(Irrigation structure)

7848

#7848

NOTED
H. S. COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 2, 1973
Salem, OR 97310

SUBJECT: Supplemental Agreement
State-Oro Dell Irrigation Ditch Co.
Oro Dell Section
Old Oregon Trail Highway
Union County

To: J. B. Boyd
Right of Way Engineer

BUILDING

Attached is one copy of subject supplemental agreement for the reconstruction of the Company's irrigation facilities which were damaged by high water.

The work consists of the construction of a diversion box, the installation of 512 feet of 60" irrigation pipe, the placement of approximately 900 cubic yards of loose rip rap and the construction of two locked gates.

The estimated cost of this work is $41,500, and was included in the contract.

The Company agrees to the joint use of the access road with any other utilities authorized by the State and to its joint maintenance.

Should the local road network develop sufficiently to allow reasonable access to the Company's facilities, access through the locked gate from the interstate highway will cease.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, and the Utility Unit of the Right of Way Section.

Please place this on the Agenda for the Commission Meeting of August 14.

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: H. S. Coulter w/duplicate counterparts for approval

RECEIVED
AUG 2 1973
Office of
Assistant State Highway Engineer

8-2-73
Signed agreements
returned to KW

5

TATE COPY

7818

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 5-22-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-6(57)256
COMPLETION DATE 2-1-73	ACCEPTANCE DATE BY CONTRACT AGENCY 3-28-73	TIME ELAPSED 100 %	CONTRACT TIME 90 calendar days
APPROVED EXTENSIONS None	LOCATION Oro Dell section of the Old Oregon Trail Highway just west of LaGrande city limits		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 25 1973
REGIONAL OFFICE

ORO DELL SECTION
OLD OREGON TRAIL HIGHWAY
Irrigation Structure

This project provided for the installation of 450 feet of 60" irrigation pipe complete with diversion box, furnishing and placing granular backfill material and riprapping.

The project was completed in substantial conformance with the approved plans and specifications on February 1, 1973 at which time 77 calendar days had elapsed.

The final cost of the contract items was $34,997.99, an underrun of 11.7%. The total cost for the project including engineering and contingencies was $40,800, which was an underrun of 14.3%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H.S. COULTER

5.29.73

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for R. A. Nichols /s/ P E O'Neil		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 5-22-73	TITLE District Engineer	DATE MAY 25 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7848

April 3, 1973

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On April 2, 1973, we wrote to you concerning release of final payment on Contract No. 7848 awarded to Peter Kiewit Sons' Company for an irrigation structure on the Ore Dell Section of the Old Oregon Trail in Union County.

Final payment on this contract is $500 and the total contract amount is $37,294.12 including $2,296.13 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

fkm

cc Peter Kiewit Sons' Co.
215 S. "V" St.
Vancouver, Washington 98663

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haack
W. E. Schwartz

5

7848

March 28, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7848, Work Completed February 1, 1973

Project Oro Dell

Highway Old Oregon Trail, County Union

Type of Work Irrigation Structure

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date March 28, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. L. Gallagher

78418

STATE COPY

FORM PR-336
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
O'Neill

3-6-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 1	County Umatilla	Division Oregon
Date of Inspection 3-6-73	Inspection Made By R. A. Nichols, Area Engineer		Project No. I-80N-6(57)236

In Company With
Alfred Shirley Jr., Reg Constr Engr, OSHD; R. L. Feller, Res Engr, OSHD.

Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 100%	Work Completed 100%

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
MAY 07 1973
REGIONAL OFFICE

MAY 07 1973
STATE

ONO DELL SECTION
OLD OREGON TRAIL HIGHWAY
Irrigation Structure

The project work was completed in reasonable conformity to the plans and specifications.

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

5-8-73
cy Constr
Young

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7848

DATE March 6, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(57)256

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7848 Extra Work Order No. 1

Project Oro Dell

Highway Old Oregon Trail

County Union

This order covers the cost of constructing an access road for utilities on this project. Work performed under separate contract provided a gate access at station 80+00 for the Oro Dell Irrigation Ditch company's facilities. This access point was not necessary as provisions had been made for access to be provided by using an existing county road structure adjacent to the utilities facilities. Due to irrigation facilities constructed under a separate contract not being suitable additional work was performed under a new contract to install a 60-inch culvert adjacent to the highway. During the period between the two contracts it became known that access was also to be provided for the railroad and the power company. The decision was made to move the access point to the gore area of the Eastbound off ramp at station 41+25. To provide the road some riprap must be removed from the 60-inch culvert installation and the road constructed across.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 17, 1972.

Your approval as of November 17, 1972 is requested.

Attach.

BMW:dqk

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
H. S. COULTER

7848

DATE February 6, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(57)256

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7848 Work Completed February 1, 1973

Project Oro Dell

Highway Old Oregon Trail

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 6, 1973

Conditions not acceptable: None

for G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

3-13-73
[illegible]

RECEIVED
STATE HWY ENGR
MAR 12 '73
REFER TO
FOR
Info Invest D/D D/R Sign Act File

7848

Report # 12 Final

5

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: CroDell

WEEK ENDING: Feb. 1, 1973

SECTION PREFIX: 631-1079-900

HIGHWAY: Old Oregon Trail

COUNTY: Union

KIND OF WORK: Irrigation Structure

NAME OF JOB: CroDell

CONTRACT NUMBER: 7848

FEDERAL AID PROJECT NUMBER: I 80N 6 (57) 256

CONTRACTOR: Peter Kiewit Sons Co.

DATE WORK STARTED: Dec. 17, 1972

ESTIMATED COMPLETION DATE: Feb. 1, 1973

DATE OF CONTRACT: Nov. 1, 1972

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 77

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 78

PROJECT AUTHORIZATION: $47,603.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $43,445.88

ENGINEERING AUTHORIZATION: $4,157.50 This wk 450.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $37,264.12

ENGINEERING COST TO DATE: $3500.00

DATE PROJECT WAS COMPLETED: Feb. 1, 1973

ESTIMATED PERCENT OVERRUN UNDERRUN: 13 %

PERCENT OF AUTHORIZATION: 84.2 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	100	100	0	Granular Back Fill	Loose Rip Rap		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12	0.12		
MILES PARTIALLY COMPLETED	0.12	0.12	0.12		
MILES COMPLETED	0.12	0.12	0.12		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,100	450	1,050		
TOTAL QUANTITIES CORRECTED TO DATE	1301.4	439.9	0		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1301.4	439.9	0		
AVERAGE DAILY QUANTITIES	0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		
NUMBER OF SHIFTS PER DAY	1	0	0		
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

1 Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Diversion Box	60" Pipe						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Jan. 28	Mostly Clear	1		
MONDAY 29	Overcast	1		
TUESDAY 30	Mostly Clear	1		
WEDNESDAY 31	Mostly Clear	1		
THURSDAY Feb 1	Clear	1		Rec'd 2-6-73
FRIDAY 2	Overcast	0		
SATURDAY 27	Clear	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan SUNDAY 28	No Activity
29 MONDAY	No Activity
30 TUESDAY	No Activity
31 WEDNESDAY	1 Loader cleaning box and finishing slopes to complete Project.
Feb 1 THURSDAY	Project Complete
FRIDAY	
27 SATURDAY	No Activity

REMARKS

Final Report
Project Completed

SIGNED Fred Hildebrandt LOCATION LaGrande

Fred Hildebrandt Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED

FOR FILING

7848

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 17, 1973

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(57)256
Oro-Dell Section
State - Oro-Dell Irrigation Ditch Co. Supplemental Agreement

RECEIVED
STATE HWY ENGR
JAN 18 '73
REFER TO
FOR

The proposed supplemental agreement with the Oro-Dell Irrigation Ditch Co. is approved as submitted with Mr. Preston's January 10 letter. Please furnish three copies of the executed agreement when it is available.

NOTED
F. B. KLABOE

Orig to Moehring
REFERRED
STATE HIGHWAY ENGINEER

1-19-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

5

FORM E-3

7848

RECEIVED
STATE HWY ENGR

JAN 10 73

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 10, 1973
Salem, OR 97310

SUBJECT: Supplemental Agreement
State-Oro Dell Irrigation
Ditch Company
Oro Dell Section
Old Oregon Trail Highway
Union County

To: G. L. Green
Division Engineer
Federal Highway Administration

Attached is a draft of the subject supplemental agreement for the reconstruction of the Company's irrigation facilities which were damaged by high water.

It is necessary for the Company to use a dozer and other equipment to maintain the inlet of their ditch. Access has been provided by the installation of a locked gate near Station 42. This gate was originally approved at Station 60 on the La Grande Section, however it was not constructed as a part of that project. Upon completion of the freeway and the reconstruction of the Company's facilities, it has been determined that a more practical and desirable location for the gate is near Station 42, as shown on Exhibit "A" of the attached supplemental agreement.

This matter has been discussed with your Mr. Nichols, and he agreed that Station 42 was a better location for the locked gate access. Your approval of the supplemental agreement is requested.

NOTED
F. B. KLABOE

T. W. Litchfield
Railroad and Utility Engineer

By

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: F. B. Klaboe
R. N. Chase
V. L. Gallagher

STATE COPY

FORM PR-3 cc: OSHD (A E Johnson)
(REV. 3-68)
Region
Wash DC
Area Engr Nichols
7-18 Engr Coord

11-30-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Umatilla	Division Oregon
Date of Inspection 11/30/72	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. I-80N-6(37)256

In Company With
Dick Feller, Res Engr, OSHD; David Noyes, Highway Engr Trainee, FHWA.

Location
Ordell section of the Old Oregon Trail Highway just west of LaGrande city limits.

Contractor Name and Address
Peter Kiewit Sons & Co., Vancouver, Washington

Award Date 11/1/72	Contract Amount $40,725	Time Allowed 90 days	Time Started 11/13/72	Work Started 11/17/72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 16.6 %	Work Completed 65	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Installation of irrigation structure	Y007	0.0			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NOTED A. E. JOHNSON		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

JAN 08 1973
REGIONAL OFFICE

To Const 1-9-73

ORDELL SECTION
OLD OREGON TRAIL HIGHWAY
Irrigation Structure

This project calls for the installation of 450 feet of 60" irrigation pipe complete with diversion box, furnishing and placing granular backfill material and riprapping.

The contractor has completed the installation of the 60" irrigation pipe and has started his backfill. They were in the process of constructing the bottom slab for the box.

Extra Work Order #1 is forthcoming for the removal and replacement of riprap and construction of a utility access road. The amount of the extra work order is $1,924.

Extra Work Order #2 is forthcoming as an anticipated item to install and maintain water pumping to provide stock water in the irrigation ditch during the construction. The amount of the extra work order is $497.26. Approval of the extra work order is recommended.

All the materials that have been incorporated in this project have been field inspected and ample certifications were on hand to cover these materials.

1-9-73

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

5

OREGON STATE
HIGHWAY DIVISION

7848

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 28, 1972

TO
G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(57)256

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7848 Extra Work Order No. 2

Project Oro Dell

Highway Old Oregon Trail

County Union

This order covers the cost of furnishing and maintaining a water pump to provide water to livestock during the construction of this project.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 17, 1972.

Your approval as of November 17, 1972 is requested.

Attach.

BMW:dak

#7848

STATE COPY

Form Approved; O.M.B. No. 04-R2089 6

MONTHLY TRANSACTION NO. 11-55	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Union
PROJECT REPORT NO. 3	11-21-72	PROJECT NO. I-80N-6(57)256

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oro Dell Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-4-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,182	$ 41,689

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E G Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
G. L. Green (Division Engineer)

Date executed by Division Engineer NOV 21 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-6(57)256

ORO DELL SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, November 16, 1972

Project Agreement Estimate.

Type Code Y007
Irrigation Structure (Sta. EB 46+00 to Sta. EB 52+50)

General Excavation	2,100 cu.yd.	0.25	$ 1,890.00
Toe Trench Excavation	305 cu.yd.	7.00	2,135.00
Trench Excavation	940 cu.yd.	2.50	2,350.00
Granular Backfill Material	450 cu.yd.	10.00	4,500.00
60-inch Irrigation Pipe	490 lin.ft.	30.00	14,700.00
Concrete Diversion Box	1 only	12,000.00	12,000.00
Loose Riprap, Class 700	1,050 cu.yd.	3.00	3,150.00
			$40,725.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 250.00
Temporary Erosion Control	All Required	100.00
		$ 350.00
	Subtotal	$40,725.00
	10% Engr. & Cont.	4,107.00
	Total	$45,182.00

Length of Project - - - - - 0.00 Mile

Retained in Program Status

Water Pump	All Required	$ 500.00
	Engr. & Cont.	50.00
	Total	$ 550.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Irrigation Structure	$45,182.00	$41,689.00	$3,493.00
Retained in Program	550.00	405.00	46.00
Total	$45,732.00	$42,193.00	$3,539.00

Group 1 - 100%
Contract No. 7848
Prefix 631-1079

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1972

FILING

10-10-72

FEDERAL AID PROJECT NO. 1-80N-6(57)256

STATE PROJECT NO. ORO DELL SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-725

COUNTY NAME UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

78485

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR
Info Inves R/D D/R Stm Act File

DATE PS&E APPROVED: OCTOBER 4, 1972

DATE AUTHORIZATION EFFECTIVE: OCTOBER 4, 1972

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 1-80N

STATE ROUTE NUMBER: OLD OREGON TRAIL HIGHWAY #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $250.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

x☐ OTHER *(Specify)* CONTRACTOR'S FLAGGING $250.00
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 2, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young

DATE: 10-10-72

SIGNATURE OF APPROVING OFFICIAL: C R Burkhardt for

TITLE: ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FISH COMMISSION
OFFICE OF THE DIRECTOR
307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, ORIGON • 97201

5 - 1972

7848

RECEIVED

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

October 3, 1972

cc's sent 10-3-72:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
W. E. Schwartz

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall, Design Engineer

Dear Mr. Baldwin:

Our area resource manager in the La Grande area anticipates no fishery conflicts on the following proposed project submitted by your letter dated September 22, 1972.

Oro Dell Section
Old Trail Highway
Union County

The opportunity to review this project is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

NOTED
E. S. HUNTER

RECEIVED
OCT 4 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OCT 5 - 1972

RECEIVED
OCT 2 - 1972
DESIGN SECTION

Request Reply ☐
Request Approval ☐
Return to
Bring Up ___/___/___
Other

GAME
COMMISSION

7848

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

McCALL
ERNOR

ISSIONERS
KE, Chairman
GHAN, Member
LLY, Member
MOORE, Member
WHITTAKER, Member
McKEAN
Game Director

September 29, 1972

cc's sent 10-3-72:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
W. E. Schwartz

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have received a field report on the project described in your letter of September 22, 1972, under the following title:

Oro Dell Section
Old Trail Highway
Union County

Our biologist informs us that there will be no wildlife problems on this project, so it is approved.

We appreciate the opportunity to review the plans.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
OCT 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

NOTED
E. S. HUNTER

TRANSACTION NUMBER 9-39

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-19-72

BY (Signature): MR. YOUNG'S SEPTEMBER 8, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 725 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
725	I-80N-6(57)256	0.0	40,000	36,900	ORO DELL SECTION (LAGRANDE) UNION COUNTY	IRRIGATION STRUCTURE

NOTED
F. B. KLABOE

9-21-72
Young

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

FOR FILING
7848

RECOMMENDED
DATE ______
SIGNATURE AND TITLE

APPROVED
DATE: 9-19-72
SIGNATURE AND TITLE: Green
G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

OREGON STATE
HIGHWAY DIVISION

78[illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
   Grade, Pave and Structure Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
   Grade, Pave, Signals and Railroad Gates

   Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
   Signals Project

   Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
   Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
   Structure Project

   5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
   Structure Project

   Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
    Grade and Pave Project

    Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section,
Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy,
Clackamas County
E.R. Project to repair January 1972 storm damage
to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy,
Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy,
Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-
Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons
Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy,
Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway
Section, North Santiam and FAS 673, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec.,
Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section,
Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend)
Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section,
La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
SEP 11 1972

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7848

DATE September 8, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Oro Dell S

FROM
L. H. Young
Programing Engineer

SUBJECT
Program Data Submission
Project No. I-80N-6(57)256

We are submitting program data for one Interstate project, Item No. 725, Project No. I-80N-6(57)256, "Oro Dell Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on October 26, 1972.

The proposed work is stage construction of this section of Interstate Highway for it is necessary toward accomplishing the completion of the ultimate facility and, as such, the environmental statement (PPM 90-1), Clearinghouse Review (IM 50-1-70), public hearings and location/design approval (PPM 20-8) requirements were complied with under the initial construction, Project No. I-80N-6(42)256.

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL

9-8-72

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 0.6 mi. N.W. of La Grande 21 65	ADT	PRESENT 3,200	FUTURE 5,650 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Irrigation Structure 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR (72)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NA
	NAME OF URBAN AREA La Grande 17-31	ROUTE NO. I

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERA
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 0.6 mi. NW of La Grande			
5					**ROW**					
5					**CONST** (CODE) Y007		"Oro Dell Section"	0.00	40,000	3

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	40,000	3
1.	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 3,200 (66)	FUTURE 5,650 (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 725 (14) (16)

A CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-6 7	SEQ. NO. (57) 13	I Projects Only POST MI. 256 (24) (26)	DESIG. N 27

COUNTY NAME Union	CODE 061 (14) (16)				PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 6 (36)	U.S. I-80N (37) (41)		☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
				Inst. irrigation str. consisting of 600' of 60" culvert pipe with conc. headwalls and a slide gate.
40,000	36,900	3,100		ROW - 280' min.; Access control - full; parking restrictions - complete.
40,000	36,900	3,100		
(23)	(24) (33)			

REMARKS

Additional Data: Item Nos. 466 & 594; Project Nos. I-80N-6(29) & (42).

-OVER-

ORO DELL SECTION

PROJECT NO. I-80N-6(57)256

Remarks - continued

PROJECT DATA: The work under this project consists of installing a minor irrigation structure of approximately 600 feet of 60-inch culvert pipe with concrete headwalls and a slide gate.

ENVIRONMENTAL STATEMENT (PPM 90-1), CLEARINGHOUSE REVIEW (IM 50-1-70) PUBLIC HEARINGS AND LOCATION/DESIGN APPROVAL (PPM 20-8) REQUIREMENTS: Complied with under the initial construction, Project No. I-80N-6(42)256, as this work is stage construction of the ultimate facility.

NOTE: This project results from a design change (modification) of a minor nature and according to Mr. R. A. Nichols, Area Engineer for the FHWA, it has received verbal approval and documented to that effect in FHWA files. The work replaces an irrigation ditch, constructed under the initial project adjacent to the Grande Ronde River, which cannot be maintained. When it became apparent that a corrective measure was required in the irrigation facility, high water prevented it being accomplished under the initial construction project and it was agreed that this change would be made in the future under a separate contract and project program.

7849 Clarno Section on the Shaniko- 1972
Fossil Hwy. easterly of Shaniko
(Grading, paving, and structure)

7829

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	3-192
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-23-76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Wasco & Wheeler

Project Number: S-295(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,338,888.00	$ 1,352,787.00
Federal funds	$ 838,239.78	$ 868,714.00
Other revisions		

This modification is made for the following reasons:

To increase construction engineering to 15%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 76

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G.L. Green

GPO 898-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, March 18, 1976

Federal-Aid Project
No. S-295(5)

CLARNO SECTION OF THE SHANIKO-FOSSIL HIGHWAY IN WASCO AND WHEELER COUNTIES

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 118+50 to Sta. 223+00)

Subtotal on previous estimate of November 22, 1972	$556,117.00
15% Engineering	83,413.00
Total	$639,530.00

Type Code X034

Structure Bridge #9691 (Sta. 123+75 to Sta. 128+43.5)

Total same as previous estimate of January 22, 1976 $713,257.00

Length of Roadway - - - - - - 1.890 miles
Length of Structure - - - - - 0.089 mile

Total 1.979 miles

Cost of roadway per mile $338,375.66

Summary of Funds

Description	Pro-rata	Total Cost	Federal Funds	State Funds
Roadway	63.56%	$ 625,631.00	$397,651.00	$227,980.00
Roadway	78.19%	13,899.00	10,867.00	3,032.00
Structure	63.56%	666,430.00	423,582.00	242,848.00
Structure	78.19%	46,827.00	36,614.00	10,213.00
	Total	$1,352,787.00	$868,714.00	$484,073.00

	Wasco County	Wheeler County
Roadway	$ 63,953.00	$575,577.00
Structure	356,628.00	356,629.00
Total	$420,581.00	$932,206.00

Group 1 - 100%
Contract No. 7849
Prefix 133-1006

7849

STATE COPY

– TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-90 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1 - 23 71	orm Approved; O M B No. 04-R2089 State Oregon County Wasco & Wheeler Project Number S-295(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,338,888.00	$ 1,338,888.00
Federal funds	$ 834,499.28	$ 838,239.78
Other revisions		

This modification is made for the following reasons:

To utilize balance of secondary apprv code 022 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of January, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.O. Wright
(Division Administrator)
For: G. L. Green

Oregon State Highway Division
Salem, Oregon, January 22, 1976

Federal Aid Project
No. S-295(5)

CLARNO SECTION OF THE SHANIKO-FOSSIL HWY.
IN WASCO AND WHEELER COUNTIES

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 118+50 to Sta. 223+00)

Total same as previous estimate of November 22, 1972	$625,631.00

Type Code X034
Structure Bridge #9691 (Sta. 123+75 to Sta. 128+43.5)

Total same as previous estimate of December 29, 1975	$713,257.00

Length of Roadway - - - - - - - - - - - 1.890 Miles

Length of Structure - - - - - - - - - - 0.089 Mile

Total 1.979 Miles

Cost of Roadway Per Mile - - - - - - $331,021.69

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway		$ 625,631.00	$397,651.00	$227,980.00
Structure		713,257.00	440,588.78	272,668.22
	Total	$1,338,888.00	$838,239.78	$500,648.22
			Wasco County	Wheeler County
Roadway			$ 62,563.00	$563,068.00
Structure			356,628.00	356,629.00
	Total		$419,191.00	$919,697.00

Group 1	100%
Contract No.	7849
Prefix	133-1006

7849

7849 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 1-23-76

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. S-295(5)	2. COUNTY Wasco & Wheeler	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract consisted of grading, construction of aggregate base and cold mix asphalt concrete pavement. The project also involved removal of a bridge and construction of a new bridge over the John Day River. The new bridge, No. 9691 with a roadway width of 32 feet, is 463.5 feet long. The work was performed on the "Clarno" section of the Shaniko-Fossil Highway, approximately 22 miles easterly of Shaniko.

Copy sent Washington D.C 1-26-76

5. CONTRACTOR'S NAME Hensel Phelps Construction Company	6. CONTRACT AMOUNT $1,135,000.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) G P Keasey

TITLE Construction Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

1-27-76
cy Keasey

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6021	1.890	34	X034	0.089

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter, Area Engineer	11. DATE OF INSPECTION May 7, 1975

12. IN COMPANY WITH See attached sheet.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 1/23/76	17. TITLE District Engineer	18. DATE 1-23-76

FORM PR-33C
(Rev. 7-72)   Previous editions of this form are obsolete

TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
5-10-75 SATURDAY	

REMARKS

Project work completed. Contractor worked this week on cleanup and retouch work for Final Inspection. Refinished concrete on Pier 2 where some latex paint had peeled off, loaded out timbers, shaped up area where old road had been obliterated at west end of old bridge, and removed equipment from project R/W.

Final Inspection on project was held on Wednesday, May 7, 1975. Attending for contractor was Mr. Ted Aadland. Attending for F.H.W.A. were Mr. John Pilsbury, Bridge Eng'r., and Mr. David Carter, Area Eng'r.. Attending for O.S.H.D. were MSSRS. Al Harwood, Const. Field Eng'r. - Bridge; Carl Williams, Reg. Eng'r.; Robert Pool, Reg. Maint. Eng'r.; Mr. Robert Sandmann, Reg. Const. Eng'r.; R. S. Hawkins, Dist. Maint. Eng'r.; Bob Lammert, Dist. Maint. Eng'r; Norman Krehbiel, Res. Eng'r.; and J. S. Sawyer, Res. Eng'r.. Project was satisfactorily completed.

Office crew used 9 mandays this week on regular monthly estimate and preparing data for Semi-Final Estimate. Semi-Final should be submitted later this month. Two mandays inspection on project (Final Inspection).

SIGNED J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

7849

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 19, 1976

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Clarno Section
Contract 7849
Assignment #488

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The above contract was completed on April 25, 1975. The final documents were processed and final payment made by September 19, 1975. The prime contractor was Hensel Phelps Construction Co., Greeley, Colorado.

488-H

CRN:ljt

cc: E. S. Hunter

Ed - there doesn't appear to be anything for us to do on this. Larry

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A-1 SANDBLASTING
&
STEAM CLEANING ~~CO.~~

Sandblasting - Steam Cleaning - Industrial Painting
of
- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. Portland Highway • Portland, Oregon 97218 281-7353

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
Rulison
FOR
Info | Inv | R/R | O/R | S/S | Act | file

PROJECT MANAGEMENT
JAN 8 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Other | See me

January 6, 1976

Re: Clarno Bridge No. 9691
Oregon State Contract No. 7849

4-21-75 Completed
[illegible]-75 Interest to.
[illegible] sent
to [illegible]

Allied Equities Corporation
100 North Arlington Ave., Suite 350
Reno, Nevada 89501

Attn: Craig A. Foster

Gentlemen:

Since last hearing from you by letter of Aug. 22, 1975, and Mr. Paul C. Knauff's telephone conversation shortly after, stating he would be at Hensel Phelps Co. in Vanouver, Wash. soon after that to have Hensel Phelps to have made check joint to Allied Equities and us (A-1 Sandblasting & Steam Cleaning Co.) and Mr. Knauff stated he would endorse check to us. Since that time Mr. Knauff called and said the money was held up by Hensel Phelps. We contacted Mr. Frank Ward, manager of Hensel Phelps and he stated that the money was held up by the State of Oregon. He also said they were making a settlement with the State and all parties envolved and as soon as money was received they would make out a joint check. Now, at this point Mr. Ward informs me that they have received the money from the State and was ordered to send all claims into their main office in Greeley, Colorado. Mr. Ward suggested that I call Mr. Bob Rule in Greeley, which I did and he stated he would check into the matter and call me back, instead I received a call from Allied Equities and they said they would check with Mr. Rule to see if a check could not be made out for our services in the amount of $13,996.00, statement of March 25, 1975.

As yet we have not received payment nor have we heard from anybody as to why not.

This billing will be soon a year old and we are not financially able to hold billings this long without taking legal action for collection, which we shall do if we haven't received payment in full with 12 days.

Yours very truly,

A-1 SANDBLASTING & STEAM
CLEANING CO. INC.

By________________
Harlin Cornett, Pres.

cc: Dept. of Transportation, Salem, Oregon 97310
Hensel Phelps Construction Co. P.O. Box 0, Greeley, Colorado 80631
Aetna Casualy & Surety Co. Bond Dept. 1201 SW 12th, Ptld., Ore. 97205

65H

7647

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-295		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco & Wheeler
MODIFICATION NUMBER 1	12 - 3[illegible]	Project Number S-295(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,292,061	$ 1,338,888.00
Federal funds	$ 821,233	$ 834,499.28
Other revisions		

This modification is made for the following reasons:

To include approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of December, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, December 29, 1975

Federal Aid Project
No. S-295(5)

Clarno Section of the Shaniko-Fossil Hwy.
In Wasco and Wheeler Counties

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 118+50 to Sta. 223+00)

Total same as previous estimate of November 22, 1972			$625,631.00

Type Code X034
Structure Bridge #9691 (Sta. 123+75 to Sta. 128+43.5)

Subtotal on previous estimate of November 22, 1972			$592,383.00

Additional Approved Items

PA 3 Revise Stringer Connection	Lump Sum		13,047.59
PA 13 Excavate Piers 1 & 2 for Riprap	2,367 cu.yd.	6.25	14,793.75
	Increase		$ 27,841.34
	Subtotal		$620,224.34
	Engineering		93,032.66
	Total		$713,257.00

Length of Roadway - - - - - - - - - - -	1.890 Miles
Length of Structure - - - - - - - - - -	0.089 Mile
Total	1.979 Miles
Cost of Roadway Per Mile - - - - - -	$331,021.69

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway		$ 625,631.00	$397,651.00	$227,980.00
Structure		713,257.00	436,848.28	276,408.72
	Total	$1,338,888.00	$834,499.28	$504,388.72
			Wasco County	Wheeler County
Roadway			$ 62,563.00	$563,068.00
Structure			356,628.00	356,629.00
	Total		$419,191.00	$919,697.00

Group 1	100%
Contract No.	7849
Prefix	133-1006

7

45

October 29, 1975

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Ave.
Portland, OR 97205

Gentlemen

A post-final payment for $46,200 will be made to Hensel Phelps Construction Company on Contract No. 7849 for work on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,176,690.08 including the post-final payment. Of the total $12,429.22 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hensel Phelps Constr. Co.
P. O. Box 0
Greeley, Colorado 80631

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

September 2, 1975

Hensel Phelps Construction Company
420 6th Avenue
P. O. Box -O-
Greeley, CO 80631

Gentlemen:

Clarno Section
Contract No. 7849

This is to advise you that we have thoroughly considered your request for a complete time extension and additional payment for a related claim. Negotiations with you have brought forth a subsequent offer to drop all further claims (except two unrelated smaller matters which are being resolved by price agreements) in return for the return of all existing liquidated damages amounting to $46,200.

As a compromise to resolve all differences, we will grant the complete time extension with the understanding that it is a complete and final settlement of all claims pertaining to this contract. If you are in agreement with this, please sign one copy of this letter in the space provided below and return it to this office, after which we will proceed with the post-final estimate to return the time liquidated damages.

Very truly yours,

H. S. Coulter

H. S. Coulter
Assistant State Highway Engineer

Hensel Phelps Construction Company

APPROVED BY Jim Beer

TITLE Vice Pres

DATE 9-11-75

Attachment

FORM 81-734-3030

FILE: CON 5 #7849

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 22, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Clarno Section
Contract No. 7849
Request for Time Extension and Related Claims

TO: H. S. Coulter
Assistant State Highway Engineer

The subject project was completed April 25, 1975 with 231 days liquidated damages assessed at $200 per day for a total of $46,200. The contractor, Hensel Phelps Construction Company, requested a complete time extension and in addition presented claims on their behalf and their structure fabricator and erector's behalf in the total amount of $79,779.54. The claim is based on delay impact and includes alleged escalation costs for wages, second move-in to the project of certain equipment, additional fixed costs, higher rental equipment costs and winter concreting costs. The claim is therefore time oriented and involves some of the same factors as the request for time extension. The three main reasons for time extension can be summarized as -

1. Keyhole weld bend test (welding qualification for steel fabrication).
2. Structural steel delays.
3. High water (in late spring of 1974).

The contract time count started November 13, 1972 with 550 calendar days allowed. With no interruptions, this would have expired about mid-May, 1974. As the time was actually counted, after a 48-day stop work order at the very beginning of the project, (due to some structural design changes then under consideration), plus 3 short holiday stop work orders, plus 54 days of strike time in June, July and August, 1973, the 550 days allowed actually expired September 6, 1974. A good chart of the time and job progress is included in the attached binder.

We received this time extension request and the claim and report from the Region July 29. Shortly thereafter a meeting was arranged with the contractor and subcontractor representatives to discuss it. This meeting was held in Salem this week (August 19).

Any State obligation with respect to the claim as presented would have to be attributable to the first reason concerning the welding qualification. Basically the contractor contends that the contract specification requirement was virtually impossible to attain and that the State ultimately recognized this and made a change in its requirements. The State's position is that the requirement was not unreasonable, was in fact obtained, and the modification in test procedure later was only very minor. This is best summarized in Gary Teeter's August 18 memorandum attached.

The second reason concerning steel delay based on material shortage could have some validity. It is impossible to assign a certain specific date at which point the material availability from the steel supplier (Bethlehem) became a control in the job progress. We can agree that this condition did materialize and would have tended to delay job progress by May and June of 1973. Although not yet cited by the contractor and not discussed at our meeting with him this week, the early stop work order could also be developed as a reason contributing to material delay, that is, it probably delayed the contractor's placing of the order for materials in that certain shop drawings and details of steel needs have to be set forth in order to prepare the actual steel order.

The third reason concerning high water probably has little influence. The water reached the workable annual low levels by the end of June, 1974. The contractor's original schedule contemplated erecting the steel in low water of August, 1973. We don't believe the water run off pattern was a delaying factor. As actually performed, the 1973 labor dispute was not a delaying factor either since by then it was apparent that the steel would not be fabricated in time for '73 erection. It would have been a delaying factor under the contractor's original schedule.

Therefore the State's position based on analysis of the information submitted and the discussion at the meeting this week was that there is not a proper basis for payment for any part of the claim presented, but there were some valid reasons for time extension, namely material shortage, labor disputes and the early stop work order, which as yet has not been emphasized by the contractor. It is reasonable to believe this combination of factors contributed to the project going into a low water 1974 erection time. In looking at the summer 1974 period more closely, there is reason to fault the contractor's progress during the July and August period. This was at a time when the subcontracting company had changed ownership and was undergoing management changes. Had the falsework for the erection started two months earlier, the entire sequence for finishing the project would have moved ahead by that much and the cold weather concreting work on the deck would have been avoided with the project probably opened to traffic around the end of the year. As it was actually performed, traffic went on the structure March 21. The key point here is that once we acknowledge that there are legitimate reasons for the project to go into a '74 completion, the State is then left with a possibly legitimate claim to only some two to three months of the liquidated damages. We must now compare that with the benefits of a complete settlement of all claims on this project.

The meeting this week produced no agreement at the time. The State people were carefully considering sanctioning a recommendation for a complete time extension with the provision that it settle all claims with no further adjustment to the contractor. The contractor at one point countered with an offer to cut his claim in half in return for the complete time extension. The State's response was that we could not sanction that and the meeting ended with both sides expecting to proceed on to the Claims Review Board.

Yesterday I received a phone call from Frank Ward of the Hensel Phelps Company offering to drop all further claims (after two unrelated smaller matters which we agreed to cover by price agreements at our meeting) in return for the return of all existing liquidated damages. This has been discussed with the Region office and it is now the recommendation of the Region and Construction office to grant the complete time extension on this basis. Considering the several factors that do justify time extension and the additional time and effort that would be required of State people to continue the argument in defense of assessing some comparatively smaller amount of liquidated damages, I believe it is in the State's best interest to obtain a clean final settlement of all controversies on this project by returning the liquidated damages. This is a secondary federal-aid project and specific FHWA approval is not required. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
August 18, 1975
Salem, Oregon

FILE: CON 7849

Gary C. Teeter

FROM: Gary C. Teeter
Senior Mechanical Engineer

TO: Memorandum to the Files

SUBJECT:

Clarno Bridge
Keyhole T-Bend Test
Hensel Phelps Claim

I have reviewed the plans, specifications, correspondence files, et cetera, relating to the keyhole T-bend test and the problems Fought and Company had with the test.

I concur with John Jenkins' view as stated in his correspondence to Bob Sandmann dated July 14, 1975 that the change from the testing procedure being used by Northwest Testing Laboratories to the testing procedure used by California and called "Option 1" had a very small effect on the results of the keyhole T-bend testing.

It is possible that Fought was getting a benefit from the procedure used at Northwest Testing Laboratories because the angles were being read while the samples were under load, and at the point of failure. "Option 1" requires the angle to be read after the load has been removed and springback has occurred. The advantage of "Option 1" was that it made running the test easier.

The things that I believe did cause the problems are listed below, first for shielded metal arc welding, and then for submerged arc welding.

Shielded metal arc welding:

1. They attempted to make 3/8-inch fillet welds with too few passes and in difficult positions.

2. They used too large of test sample plates on 1/4-inch fillet test. The 5/8 stem used violated the specifications and a 1/4-inch fillet was not used on a 2-inch base plate anywhere on the structure. This caused the fillet to be quenched and also made the test more severe.

3. Test specimen machining was inaccurate. Machining these specimens is not difficult for a good machinist, but care must be taken to assure accuracy, and reasonable machine tools must be available.

Submerged arc welding:

1. Fought attempted to use an alloy flux-neutral wire welding combination that was very sensitive to welding parameters.

2. The welding machine was in poor repair, causing poor or uncontrolled welding conditions. This resulted in a large number of test samples being discarded prior to testing. Also some samples with poor profiles caused by malfunctioning equipment were tested and failed.

3. Specimen machining was questionable as with SMAW.

4. Procedures attempted were sometimes unacceptable. For example the first specimen sent to California for testing had hot cracks.

5. Keyhole T-bend test plate thicknesses were not selected in an optimum manner as with SMAW. Fought should have reviewed the structure and decided where they wanted to use each procedure and what test plate thicknesses would be required based on structural member thicknesses.

Had the above items been done by Fought and Company, I doubt that the keyhole T-bend test would have been a significant problem.

GCT/ag

cc J. Jenkins
R. Sandmann
J. Bond

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Bend, Oregon, 97701
July 28, 1975

Robert A Sandmann

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Clarno Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties
Contract No. 7849

Attached is Contractors Request for Increase in Number of Workdays to Complete Construction Contract, on subject project.

Based on review of contractor's supporting data, information supplied by John Jenkins, and correspondence of record, I recommend that the request for additional time be denied. Reasons for the denial recommendation are as listed on attachment to the time extension request.

RAS:pw

Enclosure

cc: J. S. Sawyer
N. D. Krehbiel

Routing
Keasey — RECEIVED — Richards
✓ Bond — Glenn
Jackmond — JUL 29 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 14, 1975

FILE: S.C. 7849

Routing
Keasey
Bond
MacDonald
Harwood
Johnsen
Walker
RECEIVED
JUL 16 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FROM: John C. Jenkins
Engineer of Materials

TO: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Hensel Phelps' Claim, Clarno Bridge, Contract 7849

I have reviewed correspondence from Hensel Phelps, etc. submitted with your July 1, 1975 letter. I have also reviewed the keyhole test results and correspondence which we have had with California Transportation Laboratory on the subject of keyhole tests.

Concerning the keyhole test, Mr. Knauff of Allied Equites states that in his opinion; if the 95% load option in the California specification had been used initially, Fought's welding procedure would have qualified with the second set of specimens. I don't know which procedure he is referring to, but I cannot accept that statement at all. I am enclosing a listing of tests actually performed (and a summary showing what percentage of tests made were actually tested).

For the ¼-inch horizontal submerged arc procedure, the first test on February 16, 1973, failed completely on one sample and went 12½ degrees on the other. The second test only went 3 degrees. There is no way that the California Option 1 would have passed this test, nor would it have passed any of the others until perhaps the May 16 test which went 22 degrees and 24 degrees. Probably the change that helped as much as anything in passing the test that went to California, was reducing the base plate from 2" to 3/4". The reduced heat sink could have done alot to alter the weld properties making them more ductile.

The 5/16" horizontal submerged arc weld sheet shows a complete failure and a 16 degree sample on the first procedure tested on February 16. The second test on March 14, went 15 degrees and 17 degrees. Again it is obvious that this test was so far from successful, that using California Option 1 procedure could not have saved it. The fourth test was close, but it utilized a soft wire under the stem and was disqualified. The soft wire would absorb some of the cooling stresses and would give the test an unfair advantage. The next test, the fifth, run on May 7, represents the first significant change in procedure used and it probably would have passed if it had been repeated with a little higher heat input (as recommended by California). It probably would have passed California Option 2, but it was not until June 20 that this test was repeated and then it was passed by California. You will note that the stem of the June 20 test was reduced from 5/8" to 3/8". This also would be beneficial in permitting the sample to pass in that the same lineal elongation would not be required for the 25 degree angle bend.

The May 24 test, while similar to May 7 and June 20 because of the use of tandem electrodes, was different because the lead electrode used DC straight polarity. Among other things, this would tend to reduce penetration. It probably altered the chemistry of the alloy picked up from the flux also.

Looking at the manual procedure tests, four ¼-inch horizontal tests were run, but those with the best bend angles; numbers 2 and 4, lacked penetration which is also a basis for rejection. Of the 3/8" tests performed; 2 vertical, three horizontal, and one flat; the flat test passed on the first try, the horizontal tests were never very close to passing, and the vertical tests were close on at least one of the samples.

The 5/16" horizontal test passed on the first try also, although it was given a boost by the use of a soft wire under the stem to reduce cooling stresses.

I would like to reiterate that the SMAW process,using E8018 C3 electrodes, was the process specified for the project and both procedures were passed by April 17, 1973. Submerged arc was permitted by request of the fabricator.

I would also reiterate that Mr. Kendrick of California stated that off-center holes machined by Northwest Testing, such as the one which I sent him a sketch, could reduce the bend angle by as much as 4 degrees. The use of Northwest Testing by Fought was at their option. We suggested sending sample to California because of the difficulty Fought was having with poorly machined samples.

Personnel from both California and Michigan commented that the neutral wire/alloy flux combination used by Fought, while less expensive, is harder to control than alloy wire and neutral flux. I would accept this statement from them because they have a great deal of experience in the field of welding.

I cannot accept the statement that the test is unobtainable, and this fact is evidenced by Oregon now permitting the use of California Option 1. We did not use Option 1 on the Clarno job initially because we were unaware of it. Furthermore, if Option 1 and 2 of the California procedure did not give similar results, they would not both be included in the California specifications. Some testing agencies find one easier to use than the other. In a number of our tests, a peak load was achieved simultaneously with an abrupt failure. Option 1 cannot be used in that instance, obviously.

I hope this has answered your questions. If not, please let me know and I'll try to elaborate.

JCJ:gs

cc: W. J. Hart
C. T. Keasey
J. S. Sawyer
N. D. Krehbiel
W. L. Bangert

Cont. 7849
Clarno

SAW Procedures

Thirty witnessed SAW tests were attempted. Sixteen of the tests were discarded by Fought personnel. One of the 16 was for poor machining.

Ten tests were with tandem wire. All were 5/16" fillets and horizontal except for one which was a horizontal ¼" fillet and was discarded.

Twenty tests were single wire. All were horizontal but 2 which were flat. One of these was discarded, and one failed the key-hole under option (a). Seven of the tests were ¼" fillets and 13 were 5/16" fillets.

SMAW Procedures

Fifteen witnessed SMAW tests were attempted. Four were discarded by Fought personnel.

Four tests were ¼" fillets horizontal. Nine tests were 3/8 fillets, one flat, 3 vertical and 5 horizontal. Two tests were 5/16" horizontal.

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days ~~workdays~~ from 550 days to 975 days, within which to complete our Contract No. 7849, without the assessment of liquidated damages. The said contract is described as follows:

~~XX~~ Clarno Section, Shaniko-Fossil Hwy; Wasco and Wheeler Counties

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See material submitted with Serial Letter No. 67 dated July 10, 1974.

RECEIVED
JUL 26 1974
J. S. SAWYER

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By

CONSENT OF SURETY

Date July 19, 1974

We, THE ÆTNA CASUALTY AND SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact Beverley Schippers (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers' Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7849 Contractor Hensel Phelps Construction Company

Highway Shaniko - Fossil

Section Clarno

Kind of Work Grade, Pave, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~ The reasons for such recommendation are as follows:

See attached "Summary of Reasons" and attachments

Construction Sec.: See 8-22-75 report. Recommend complete extension as compromise settlement of all claims.

~~Recommended for Approval~~

for Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7849
Project designation	S-295(5) ~~State~~ Federal
Date awarded	10-31-72
Work started	12-28-72
Per cent completed	91% 1-18-75 Date
No. of ~~Workdays~~ Calendar Days Allowed	550
No. of ~~Workdays~~ Calendar Days Used	684 (to 1-18-75)
No. of Added ~~Workdays~~ Calendar Days Requested	975

State Printing 27930

Form E-147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

①

SHIELDED MANUAL ARC WELDING (SMAW) PROCEDURES
CLARNO BRIDGE. CONTRACT 7849

FILLET WELDS - KEYHOLE TEST

DATE	POSITION	SIZE	WELDER	ELEC-TRODE	AMPS	VOLTS	PREHEAT	INTER	BASE
2-7-73	HOR	1/4	CLINTON	5/32 E8018C3	150	24	150	300	2
2-27-73	HOR	1/4	HOCH	5/32 E8018C3	150	24	250	250	2
3-14-73	HOR	1/4	HOCH	5/32 E8018C3	150	24	250	-	2
3-26-73	HOR	1/4	HOCH	5/32 E8018C3	175	24	250	-	2
2-7-73	VERT	3/8	HOCH	1/8 E8018C3	150	24	150	300	2
2-27-73	VERT	3/8	HOCH	1/8 E8018C3	105	24	250	250	2
2-13-73	HOR	3/8	HOCH	5/32 E8018C3	150	24	150	300	2
2-27-73	HOR	3/8	HOCH	5/32 E8018C3	150	24	250	250	2
3-14-73	FLAT	3/8	HOCH	5/32 E8018C3	150	24	250	-	2

SHEET .... OF .... SHEETS

BASE	STEM	∡ SIDE 1	∡ SIDE 2	∡ TOTAL	BHN 1	BHN 2	PROG #	LAB #
2	3/4	12	12	24	245	237	PG311	73-4965
		FAIL	FAIL	—				
2	1/2	11	10 1/2	21 1/2	235	220	P6333	73-648
		13 1/2	14 1/2	28			INC. PEN	
2	5/8	13	13	26	183	199	P 6335	73-8244
		9	10	19	215	220	COMP. PEN.	
2	1/2	14	14	28	152	158	P 6341	73-846
		14	13	27			INC. PEN.	
2	3/4	9 1/2	10 1/2	20	250	250	P6313	73-4967
		11	12	23				
2	3/4	10	9	19	209	212	P6331	73-6481
		14	14	28			COMP. PEN.	
2	3/4	10 1/2	8 1/2	19	238	220	P6318	73-4968
		8	11	19				
2	3/4	6	5	11	140	133	P6332	73-6482
		9	9 1/2	18 1/2			INC. PEN.	
2	3/4	14	13	27	217	227	P6336	73-8245
		13	13	26	168	175	COMP. PEN.	

Form E-167

(2)

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

SHIELDED MANUAL ARC WELDING (SMAW) PROCEDURES

CLARNO BRIDGE CONTRACT 7849

FILLET WELDS KEYHOLE TEST

DATE	POSITION	SIZE	WELDER	ELEC-TRODE	AMPS	VOLTS	PREHEAT	INTERPAS
4-11-73	HOR	3/8	HOCH	5/32 E8018C3	195	24	250	
4-17-73	HOR	5/16	HOCH	5/32 E8018C3	195	24	250	250-275

SHEET .... OF .... SHEETS

PAS	BASE	STEM	℄SIDE 1	℄ SIDE 2	℄ TOTAL	BHN 1	BHN 2	PROG. #	LAB #
	2	5/8	12	10	22	191	200	P6350	73-9987
			9	7	16			LEG BAD	
75	2	5/8	14½	13½	28	209	209	P6453	73-9988
			14	13	27			1/16 SOFT WIRE PED.	
								(ACCEPTED	
								REGARDLESS)	

Form E-167

③

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

SUBMERGED ARC WELDING (SAW) · PROCEDURES

CLARNO BRIDGE CONTRACT 7849

DATE	POSITION	SIZE	WELDER	ELEC-TRODE	AMPS	VOLTS/SPEED	PREHEAT	INTERPASS
2-16-73	HOR	5/16	CLINTON	1/8 L61 XXX10	575	30/18	150	
3-14-73	HOR	5/16	BUTTRAM	1/8 L61	500	30/22-28	250	
3-27-73	HOR	5/16	BUTTRAM	1/8 EM12K XXX10	400	30/23	250	
4-20-73	HOR	5/16	BUTTRAM	1/8 L61 XXX10	440	30/25-28	250	250-275
5-7-73	HOR	5/16	BUTTRAM	1/8 EM12K 860	440 DC 440 AC	30 31 /19	250	
5-17-73	HOR	5/16	BUTTRAM	1/8 L61 860	550	33/18	250	
5-24-73	HOR	5/16	BUTTRAM	1/8 L61 860	500 DCSP 420 AC	34 35 /19	350	
6-4-73	FLAT	5/16	STEEL	1/8 L61 860	500	33/16	300	
6-20-73	HOR	5/16	BUTTRAM	1/8 L61 860	500 DCRP 440 AC	33 35 /30	250	

SHEET .... OF .... SHEETS

BASE	STEM	℄ SIDE 1	℄ SIDE 2	℄ TOTAL	BHN 1	BHN 2	PROG. #	LAB #
2	3/4	11	FAIL	–	200	210	P6324	73-4971
		9	7	16				
2	3/4	8	7	15	195	235	P6337	73-8246
		8	9	17	210	205	COMP. FUS.	
2	5/8	8	12	20	210	212	P6343	73-8462
		7	9	16			COMP. FUS.	
2	3/4	13	13	26	210	210	P6461	73-12819
		12	11	23			1/16 SOFT WIRE PED.	
2	5/8	14	12	26	138	140	P 6461	73-1288
		12	13	25	(CRACKED)		COMP. FUS.	
2	5/8	8	7	15	218	218	P6465	73-14709
		10	11	21			COMP. FUS.	
2	5/8	9	10	19	212	215	P6465	73-14708
		9	12	21			COMP. PEN.	
2	5/8	5	5	10 }	195	210	P6467	73-1558
		5	6	11 }	using Calif. opt. 1			
				17 }	performed by Calif.			
				18 }	Weld 238, HAZ 256			
2	* 3/8			25 }	Weld 221	HAZ 222	P6468	73-18042
	* Note change			34 }	(By phone, used opt. 1) BY CALIF.			

Form E-137

(4)

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

SUBMERGED ARC WELDING (SAW) PROCEDURES

CLARNO BRIDGE CONTRACT 7849

DATE	POSITION	SIZE	WELDER	ELEC-TRODE	AMPS	VOLTS/SPEED	PREHEAT	INTERPASS
2-16-73	HOR	1/4	CLINTON	3/32 L61 XXX10	420	30/20	150	
3-14-73	HOR	1/4	BUTTRAM	3/32 L61 XXX10	500	30/17	250	
3-26-73	HOR	1/4	BUTTRAM	3/32 EM12K XXX10	400	30/20	250	
5-4-73	HOR	1/4	SHANAHAN	3/32 EM12K 860	420	33/19	250	
5-16-73	HOR	1/4	SHANAHAN	3/32 EM12K 860	400	30/19	250	
6-20-73	HOR	1/4	SHANAHAN	3/32 L61 860	400	30/20	250	

SHEET .... OF .... SHEETS

PASS	BASE	STEM	℄ SIDE 1	℄ SIDE 2	℄ TOTAL	BHN 1	BHN 2	PROG. #	LAB #
	2	3/4	—	—	—	235	230	P6323	73-4970
			6	6½	12½				
	2	5/8	2	1	3	210	197	P6338	73-8247
			1½	1½	3	196	173	COMP. FUS.	
	2	½	4	8	12	215	209	P6342	73-8461
			4	6½	10½			COMP. FUS.	
	2	½	—	—	FAIL	MACHINED		P6461	73-12888
			—	—	FAIL	WRONG			
	2	½	10	11	22	190	212	P6465	73-14710
			12½	11½	24			COMP. PEN.	
1	3/4	½			33 }	WELD 225	HAZ 245	P 6468	73-18041
	Note change				40 }	(By phone	used opt.	1) BY CALIF.	

7849

75

October 14, 1975

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Ave.
Portland, OR 97205

Gentlemen:

A post-final payment for $16,131.08 will be made to Hensel Phelps Construction Company on Contract No. 7849 for work on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,130,490.08 including the post-final payment. Of the total $12,429.22 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Hensel Phelps Constr. Co.
P. O. Box O
Greeley, Colorado 80631

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7849

13

September 4, 1975

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Ave.
Portland, OR 97205

Gentlemen:

On September 3, 1975, we wrote to you concerning release of final payment on Contract No. 7849 awarded to Hensel Phelps Construction Company for work on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties.

Final payment on this contract is $5,000 and the total contract amount is $1,114,359.00 including $12,429.22 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Hensel Phelps Constr. Co.
P. O. Box 0
Greeley, Colorado 80631

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7849

R

July 24, 1975

A-1 Sandblasting and Steam Cleaning Company
6117 N.E. Portland Highway
Portland, Oregon 97218

Attn: Harlin Cornett

Gentlemen:

This is to acknowledge receipt of your letter of July 22 informing us that Allied Equities Corporation owes you for sandblasting in the amount of $13,996.

You state this is in reference to the Hensel Phelps Construction Company Contract No. 7849, for grading, paving and structure on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties.

The Aetna Casualty and Surety Company furnished the performance bond on this contract which is given to insure completion of the contract and payment of all bills incurred in it. This contract was completed on April 25, 1975, but has not yet been accepted.

We are forwarding your claim letter to the Secretary of State for filing and will notify the surety and principal contractor of your claim.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dp

cc: Aetna Casualty & Surety Co.
Bond Department
12015 North 12th
Portland, Oregon 97205

Hensel Phelps Construction Co.
Post Office Box 0
Greeley, Colorado 80631

[illegible] on card

Honorable Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of
- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. Portland Highway • Portland, Oregon 97218

281-7353

July 22, 1975

Dept. of Transportation
Oregon State Highway Dept.
Salem, Oregon 97310

Gentlemen:

We are writing regarding the sandblasting of Clarno Bridge No. 9691, Wasco and Wheeler County, Oregon, as per Oregon State Highway Dept. Contract No. 7849.

This work was completed the week ending March 17, 1975, and was billed March 27, 1975, in the amount of $13,996.00 for the sandblasting on this bridge.

At this date, we have not received payment from Allied Equities Corp. and inquiring as to what action should be taken to collect this payment.

A copy of our letter to Hensel Phelps Construction Company, the General Contractor, was mailed to you on June 17, 1975.

Please advise.

Yours very truly,

Harlin Cornett

Harlin Cornett, Pres.
A-1 SANDBLASTING & STEAM
CLEANING CO. INC.

HC/o

cc: John Holm
VHS Associates, Inc.

RECEIVED
JUL [illegible] 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7849 R

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting
of
- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. Portland Highway • Portland, Oregon 97218

281-7353

June 17, 1975

Hensel Phelps Construction Company
1011 N.E. 78th St.
Vancouver, Washington 98665

Attn: Mr. Frank Ward

Gentlemen:

On March 27, 1975, a statement was sent to Allied Equities Corp., 100 North Arlington Ave., Suite 350, Reno, Nevada, in the amount of $13,996.00, for the sandblasting of Clarno Bridge No. 9691, Wasco and Wheeler County, Oregon, as per Oregon State Highway Dept. Contract No. 7849, and per agreement of 2-18-75 and wire of 3-4-75.

Another statement was sent of May 31, 1975 and as of today payment has not been received on this work.. This account is long past due and we must insist that payment be made in full at this time. All payroll reports, wage certifications, etc. have been sent in.

Yours very truly,

Harlin Cornett

Harlin Cornett, Pres.
A-1 SANDBLASTING & STEAM
CLEANING CO. INC.

HC/o

cc: Oregon State Highway Dept.

NOTED
C. W. HEAD

7849 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Clarno	WEEK ENDING May 31, 1975 SECTION PREFIX 133-1006
	HIGHWAY Shaniko - Fossil	COUNTY Wasco & Wheeler
NAME OF JOB Clarno Section	KIND OF WORK Grade, Pave, Structure	
CONTRACTOR Hensel Phelps Const. Co.	CONTRACT NUMBER 7849	FEDERAL AID PROJECT NUMBER S-295(5)
DATE OF CONTRACT October 31, 1972	DATE WORK STARTED December 28, 1972	ESTIMATED COMPLETION DATE April 25, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS n/a SPECIFIED CALENDAR DAYS 550	WORK DAYS USED n/a CALENDAR DAYS USED 781
W/11-~~12~~ 21-73 Increase PROJECT AUTHORIZATION: $ 1,390,644.13	SPECIFIED COMPLETION DATE n/a	PERCENT OF TIME ELAPSED 142%
EXCLUSIVE OF ENGINEERING: $ 1,245,644.13	W/11-21-73 ENGINEERING AUTHORIZATION $ 145,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,176,777.69	ENGINEERING COST TO DATE $ 196,873.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.5 %	Cost this week 623.00 PERCENT OF AUTHORIZATION 135.8 %	DATE PROJECT WAS COMPLETED: April 25, 1975

W/Engineering: UNDERRUN 1.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100%	100%	100%	100%	100%		100%	

	Cu.Yd. GRADING	Tons SURFACING	MAINTENANCE MATERIALS	Guardrail ~~OIL & BITUMINOUS~~	Tons PAVING
MILES IN PROJECT	2.17	2.17		0.63	2.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.17	2.17		0.63	2.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	227,180	24,300		2,800 LFt.	5,891
TOTAL QUANTITIES CORRECTED TO DATE	215,028	38,464		3,437 LFt.	6,421
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	215,028	38,464		3,437 LFt.	6,421
AVERAGE DAILY QUANTITIES The week (0)	-	-		-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	-
NUMBER OF SHIFTS PER DAY	-	-		-	-
HOURS PER SHIFT	-	-		-	-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9691							
PERCENT	100%							

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
5-25-75 SUNDAY	Clear	0		Project completed.
MONDAY	Cloudy			
TUESDAY	P. Cloudy			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
5-31-75 SATURDAY	Clear			

RECEIVED
JUN 2 1975
CONSTRUCTION SECTION

Keasey
Bond
Harwood
Johnson
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5-25-75 SUNDAY	
MONDAY	No work. Job completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
5-31-75 SATURDAY	

REMARKS

Project work completed. Contractor has yet to submit all his payroll, etc. certifications. Third Notification will be submitted when all have been received.

Officer personnel spent 3 mandays this week completing the Semi-Final Estimate for this job and Mr. Robert Sandmann, Reg. Const. Eng'r., took data to Bend with him upon his return there on Tuesday, May 27, 1975. Field crew spent 4 mandays setting grades and checking work of maintenance crew revising grade at west end of bridge.

SIGNED Erle L. Calhoun LOCATION P. O. Box 420,
The Dalles, Oregon

for J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

#7849

Salem, Oregon

September 19, 1974

F. B. Klaboe
Administrator & State Highway Engineer

ORIGINAL SIGNED BY GEORGE N. HOPKINS
George N. Hopkins
Program Development Engineer

copy in con 71-2 [illegible]

Proposed Construction
John Day Highway
South of Spray & Clarno Bridge

The proposed construction is a combination of four intermittent spot improvements, beginning approximately one mile south of Spray and extending 23 miles as follows:

	M.P.	Length	Estimated Cost	Tentative Letting Date
Unit #1	93.7 - 95.0	1.3 Miles	$ 800,000	8/75
Unit #2	99.5 - 100.0	0.5 mile	650,000	8/77
Unit #3	104.7 - 105.4) 107.0 - 108.0)	1.7 miles	900,000	5/75
Unit #4	115.4 - 116.7	1.3 miles	1,000,000	5/76
Totals		4.8 miles	$3,350,000	

Based on the ability to develop the projects, Unit #3 is scheduled to be financed from the first $25,000,000 bond sale with Unit #1 as an alternate.

Field survey work began in April, 1973 and is expected to be completed on all four units this month. Based on current information, we believe that Unit #3 can be let to contract in May, 1975.

The Clarno Bridge is a part of Contract No. 7849, awarded October 31, 1972, and included grading and paving a 2.1-mile section which was to be completed in 550 calendar days. (Original completion date was April, 1974).

The contractor's current schedule is to begin hauling structural steel September 19, 1974. The estimated erection time is three months and the estimated completion date is January 31, 1975. All contract work, excepting the structure, has been completed. The total project will cost an estimated $1,423,900.

GNH:fw

7849 5

November 6, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Overrun of Project Authorization
Clarno Section, Shaniko-Fossil Highway
Contract 7849

An overrun of the original $1,321,425 project authorization is apparent for this grading, paving, and structure project in Wasco and Wheeler Counties. Hensel Phelps Construction is the contractor. The estimated cost is now $1,390,644.13, an increase of $69,213.13 or 5.2 per cent. This secondary Federal-aid project is approximately two-thirds completed and has an estimated completion date of February 28, 1974.

A major reason for the overrun is that a late revision in alignment was made which required reimbursable pole line adjustments not provided for in the project authorization. Engineering costs have also been higher than estimated due to the remote location and the need for structural steel inspection in an out-of-state steel fabrication plan.

I recommend the project authorization be increased to a new total of $1,390,644.13.

This matter will be on the agenda for your consideration at the November 21 meeting.

bc: C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
V. E. Skoog
C. T. Keasey
J. F. Putnam
V. L. Gallagher
Gary Sund
R. E. Whipps

WR:JAP:lb cm

Form E-5[illegible] (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Clarno Date October 10, 1973

Highway Shaniko - Fossil Contract No. 7849

County Wasco & Wheeler Kind of Work Grade, Pave, Structure Contractor Hensel Phelps Const. Co.

APPROVED BY DEPT. OF TRANSPORTATION DATE 11-21-73

	Authorized	Estimated
Contract Amount	$1,135,000.00	$1,101,430.63
Anticipated Items	39,600.00	65,975.59
Contingency (4½%)	52,857.00	78,237.91
Engineering	93,968.00	145,000.00
Credits	0.00	0.00
PROJECT COST	$1,321,425.00	$1,390,644.13

NET INCREASE $ 69,219.13 OR 5.2 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U))
(List all unanticipated items)

			Expected Amount	Net Change
6.	General Excavation	(C)	$156,087.53	$- 11,687.47
8.	Trench Excavation	(C)	1,260.00	+ 4,140.00
11.	Watering	(C)	10,200.00	- 1,200.00
12.	Coarse Aggregate Base	(C)	81,600.00	- 3,900.00
13.	3/4"-0 Aggregate Base	(C)	18,600.00	+ 1,200.00
15.	Liquid Asphalt in Mixture	(C)	14,965.00	+ 1,435.00
21.	36-in. Culvert Pipe	(C)	3,150.00	- 6,075.00
25.	Guardrail, Type 2A	(C)	5,000.00	- 9,000.00
P.A. #1.	Royalty for Rock from State Quarry	(U)	- 1.00	- 1.00
P.A. #3.	Revise Stringer Connections	(U)	13,047.59	+ 13,047.59
P.A. #4.	Guardrail, Type 2	(U)	9,942.50	+ 9,942.50
P.A. #5.	Penalty for Non-Spec. Pile Hammer	(U)	- 98.00	- 98.00
P.A. #6.	Purchase Excess 1½"-0 Aggregates	(U)	11,596.20	+ 11,596.20
P.A. #7.	Class "B" Asphaltic Concrete Pavement	(U)	1,760.00	+ 1,760.00

Principal reasons for overruns (Continue on reverse side): Contract items are expected to underrun $33,570. The Bridge Stringer Connection Revision ($13,048), Anti-Stripping Agent ($2,600), & Fencing ($2,000) were unanticipated items. The Adjusting of Utilities was $51,852. over amount set up in authorization. Engineering is expected to overrun $51,000. Due to lack of adequate local housing and remoteness of project it was necessary for field crew and inspectors to drive from [illegible]ove

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Erle L. Calhoun
for: J. S. Sawyer, Resident Engineer

Noted by [illegible]
Construction ~~or Bridge~~ Engineer

Confirmed by [illegible]
Regional Engineer

Noted by [illegible]
~~Deputy or~~ State Highway Engineer

SP*68727-734

MAJOR OVERRUNS ANDUNDERRUNS (Cont'd.):			EXPECTED AMOUNT	NET CHANGE
E.W.O. #4.	Route Irrigation Water Across R/W	(U)	$ 369.72	$+ 369.72
E.W.O. #5.	Anti-Stripping Agent in Liquid Asphalt	(U)	2,600.00	+ 2,600.00
E.W.O. #6.	Construct Type I Fence and Gateways	(U)	2,000.00	+ 2,000.00
S.F.O. #1.	Adjust Utilities	(A)	55,451.97	+ 51,851.97
	Slide Correction	(A)	0.00	- 25,000.00
	Possible Price Agreement to Change Size of Fillet Welds at L_0 & L_{12} From 5/16 inch to 3/8 inch.	(U)	2,220.00	+ 2,220.00
	Possible Claim for Rock Excavation at Pier 2 Footing	(U)	20,000.00	+ 20,000.00
	Possible Claim for Payment of Excavation in Riprap Areas at Structure Excavation Price rather than at General Excavation Price (difference in costs)	(U)	14,800.00	+ 14,800.00

PRINCIPAL REASONS FOR OVERRUNS (Cont'd.):

The Dalles causing high overtime costs. During fabrication of the structural steel at [redacted] Pocatello, Idaho, it was necessary for Mr. Jenkins' office to assign two inspectors. It is anticipated Mr. Jenkins', Salem Laboratory, and Salem Bridge offices will charge about $27,000. to this prefix or 29 % of authorized engineering.

7849

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
H. S. COULTER

August 27, 1973

Mr. C. B. Humphrey
Materials Engineer
Idaho Dept. of Highways
Box 7129
Boise, Idaho 83707

Re: Clarno Bridge
Contract #7849

Dear Chuck:

You will recall that I talked to you in Denver about the availability of steel inspectors from your Pocatello branch to assist our men at Fought's plant. At the time I didn't know for sure that the help would be needed. The first thing that hit me when I got home was word that Fought was going to start running two shifts (see copy of letter just received).

We would like to take you up on your offer of assistance. Our man, Mr. Bill Bangert, would work the day shift and perhaps a few hours on Saturday. We would appreciate it if your people could work the swing shift and most of the Saturday shift. I'm asking for this kind of work distribution because Mr. Bangert was recently promoted on the basis of the work he will be doing when this job is completed. However, this puts him into the classification where he cannot get pay or other compensation for overtime. Therefore we are trying to keep his overtime to a minimum. He has said he will put in what time is necessary to get the job done.

RECEIVED
AUG 28 1973
Office of
Assistant State Highway Engineer

Our District Inspection Engineer, Mr. Ed Rief, was in Pocatello on August 21 through 23 and discussed the likelihood of assistance with your Messrs. Hugh Hedges and Don Protez. Also, on Friday I called your office and talked with Mr. Jim Clayton. Everyone seemed to be in agreement that it would be possible for your people to give us a hand, so we are proceeding accordingly. The work should be done by mid October or earlier.

You may bill us in the usual manner. Thanks for your help.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: H. S. Coulter
W. J. Hart
J. F. Putnam
N. D. Krehbiel
E. J. Rief
W. L. Bangert

Fought & Company
A DIVISION OF ALLIED EQUITIES CORPORATION
STEEL FABRICATORS

August 22, 1973

NOTED
H. S. COULTER

Mr. Ed Rief
State of Oregon
Department of Highways

RE: Double Shift on
Job No. 1062-Clarno Bridge

Dear Sir,

Effective August 27, 1973, we will begin operation of two shifts.

The day shift will employ approximately twenty (20) men, in the classifications of welders, fitter, crane operators, burners and helpers. The shift will run from 6:30 A.M. to 4:00 P.M., nine hours per day, five days a week, and eight hours on Saturday, making a total of six days per week, and approximately 1,000 hours per week.

The swing shift will employ approximately ten (10) men, in the classifications of welders and fitters, and will run six days per week, from 4:00 P.M. to 12:30 A.M., for a total of approximately 500 hours per week.

Very truly yours,

Richard D Burry
Richard D. Burry
Shop Superintendent

NOTED
JOHN C. JENKINS

P. O. BOX 4520 • POCATELLO, IDAHO 83201 • 208/237-0390/PLANT LOCATION: POCATELLO INDUSTRIAL PARK • POCATELLO, IDAHO

7849

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1973

SUBJECT: Inspection at Pocatello
Clarno Bridge
Contract #7849

To: Mr. H. S. Coulter
Asst. State Highway Engineer
OFFICE

8/29/73
Not Approved
HS Coulter

Mr. Bill Bangert is the sole inspector on Clarno Bridge steel fabrication at the Pocatello plant of Fought Company. Mr. Bangert was promoted to Engineering Technician 4 on August 1 on the strength of taking over the testing of bridge deck seals when the Clarno Bridge is completed. The classification of ET 4 does not normally get overtime pay, but I am informed that the fabricator intends to work overtime regularly beginning August 27. He will be working a 9-hour day shift 5 days per week and an 8-hour swing shift 6 days per week. There will be 6 welders working on each shift. Therefore, the least overtime Mr. Bangert could be required to work would be 5 to 8 hours per week. The maximum overtime would be 53 hours per week. It has been recommended that an inspector be on hand 100 percent of the time because of the inexperience of the work force.

Approved
HSC

I would recommend that assistance in performing the inspection work be obtained by utilizing an Idaho Highway inspector for one shift (probably swing shift). I talked to Mr. Humphrey of Idaho in Denver last week and he indicated he had available personnel, if needed. I would also recommend that authority to pay Mr. Bangert overtime be obtained. I have in mind 3 hours per day, 5 days per week until completion of the work in mid October. This would cover the 9th hour of the day shift and working with the Idaho inspector 2 hours per day. This would total 39 days, to October 19, or 117 hours at $11.25 per hour, time and 1/2 plus 29% load factor, for a total estimated cost of $1,316.25.

Authorization of this expenditure is requested.

JOHN C. JENKINS
Engineer of Materials & Research

cy Jenkins
Hart
Huntley
Skoog
Putnam

cc: W. J. Hart
G. Huntley
V. E. Skoog
J. F. Putnam
N. D. Krehbiel
E. J. Rief

7849

4817

FILED
AUG - 9 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

NOTED ON CARD
8-10-73 Ro

August 9, 1973

Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Attention: Charles L. Kobin

Gentlemen

This is to acknowledge receipt of your letter of August 7, 1973, with attached Notice of Claim of your client Hanman Bros. Construction, Inc., stating that Hensel Phelps Construction Company owes them $3,133 for equipment rental.

This appears to be in connection with the Hensel Phelps Construction Company Contract No. 7849 for work on the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties.

The Aetna Casualty and Surety Company, 1201 S. W. 12th, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:ks
cc The Aetna Casualty & Surety Company
Hensel Phelps Construction Company
Hanman Bros. Construction, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 10 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

August 7, 1973

C. W. Head, Secretary
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Re: Clarno Section, Shaniko-Fossil Highway,
Contract No. 7849

Gentlemen:

Herewith, Notice of Claim for filing on behalf of Hannan Bros. Construction Co.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

Enc.

cc: Hensel-Phelps
P.O. Box 0
Greeley, Colorado 80361

Aetna Casualty and Insurance Co.
1201 S. W. 12th
Portland, Oregon 97205

Hannan Bros. Construction Co.
8410 S. E. Otty Road
Portland, Oregon 97266
Attn: Henry Hannan

RECEIVED
AUG 8 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM

C. W. Head, Secretary
Oregon State Highway Department
Oregon State Highway Department Building
Salem, Oregon 97310

Re: Clarno Section, Shaniko-Fossil Highway,
Contract No. 7849

Gentlemen:

Notice is given that the undersigned, Hannan Bros. Construction, Inc., has a claim for equipment rental furnished by Hannan Bros. Construction, Inc., in the sum of $3,133.00, against the bond taken from Hensel-Phelps as principal, and Aetna Casualty and Insurance Co. as surety, for the work on Clarno Section, Shaniko-Fossil Highway, Contract No. 7849.

Dated this 6th day of August, 1973.

HANNAN BROS. CONSTRUCTION, INC.

By

8410 S. E. Otty Road
P.O. Box 66155
Portland, Oregon 97266

cc: Hensel-Phelps
P.O. Box 0
Greeley, Colorado 80361

Aetna Casualty and Insurance Co.
1201 S. W. 12th
Portland, Oregon 97205

Kobin & Meyer
Attorneys at Law
Suite 800 - 610 S. W. Alder
Portland, Oregon 97205

RECEIVED
AUG 8 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7849

5

1859

OREGON STATE
HIGHWAY DIVISION

July 20, 1973

Mr. Keith Hanna
Quality Control
Fought & Company
14255 S. W. 72nd Avenue
Portland, Oregon 97223

Re: Clarno Bridge
Contract #7849

Dear Mr. Hanna:

I have discussed with Mr. Walt Hart the visible lamination found in the 5/8-inch plate which we looked at in your plant on July 18, 1973. It is our feeling that we want to strictly comply with the specifications as regards this plate.

Page 38 of the Special Provisions for this project relates to the determination of limits of internal defects visually observed on sheared or flame cut edges and caused by entrapped slag or refractory, deoxidation products, gas pockets or blow holes. The present visible extent of the indication is 22-inches, a one-inch strip having been removed from the edge since we saw it on the 18th. The present edge is 64-inches in length, therefore the defect exceeds the 20 percent limitation cited in the table for defects deeper than 1/4-inch. The ultimate percentage would be based on the edge length as incorporated into the structure.

It is now up to you to show us that the defect does not exceed 1/4-inch in depth, and that the portions which do exceed 1/4-inch in depth do not exceed 20 percent of the length of the edge. Failing this, this portion of the plate will be rejected since we do not wish to accept the welded repair of so long a defect on the edge of the plate.

RECEIVED
JUL 23 1973
Office of
Assistant State Highway Engineer

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

cc: H. S. Coulter
W. J. Hart
J. F. Putnam
N. D. Krehbiel
E. J. Rief

E-123

FORM E-30 (REV. 10-69)

Approved 6/8/73

Coulter

ASST. STATE HWY. ENGR.

6-11-73
Johnson
Jenkins
Actg.
Bangert

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1973

SUBJECT: Clarno Bridge
Contract #7849

To: Mr. H. S. Coulter
Asst. State Highway Engineer
OFFICE

We have been told that the testing of welders in Pocatello for the subject contract is to start on June 12 and continue for three days. Bill Bangert is planning to go over to take care of this part of the work.

Bangert using Equip 70-15 for this - leave early Monday

He has agreed to go on extended Regional Travel basis, in view of the shortage of Out-of-State travel funds. He would fly over on June 11 and rent a car for the duration this trip. Estimated cost would be $192 for air fare, $90 for ground transportation, $60 for food and lodging, and $20 for miscellaneous. Total $362. Return would be on June 15. Authorization is requested.

Furnish — charge to [illegible]
Not approved out of State.

Actual fabrication would begin some time later in the month and would continue for at least three months and perhaps longer, depending on scheduling. During the time Bill is there to inspect fabrication he would like to have his own transportation available to use evenings and weekends. Once every other weekend he would like to be able to return home. Would the State pay him mileage for his vehicle to and from Pocatello and around Pocatello when actually engaged in State business? If there were a question about mileage on his vehicle, would the State permit him to tow a State vehicle over there to leave for the duration for use on State business? Would the State pay airfare for him to return home every other weekend?

Bill is willing to do whatever is necessary, but he does not want to have this assignment cost him money, nor does he want to be isolated from his family for the duration. Neither does he want to be bound by the stigma of using a State car for personal pleasure during his free time.

Please advise the best action to take.

JOHN C. JENKINS
Engineer of Materials & Research

By

D. E. Beecroft

D. E. BEECROFT
Structural Quality Control Engineer

cc: Walt Hart
Ed Rief
Bill Bangert

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1973

NOTED
H. S. COULTER

SUBJECT: Bridge Deck Sealing Program

To: Mr. H. S. Coulter
Asst. State Highway Engineer
OFFICE

I received notice the other day of the approval by the Review Board of the creation of an ET 4 position to oversee the bridge deck sealing test program. As you know, Bill Bangert had been discussed as the logical man to fill this position when it was created. It was assumed that he would be replaced in his present structural steel inspection position by another qualified ET 3.

At about the same time that I received the decision on the bridge deck position, I received the enclosed letter from Fought Company advising that the bulk of the Clarno fabrication work would be handled at their shop in Pocatello. I have discussed this change with Walt Hart and he indicated a desire to have the work inspected by one of our people. We have had both Idaho Highway and an inspecting agency, Northern Testing, do structural steel inspection for us in Pocatello and were not happy with the results in either case.

I have also talked to both Ed Rief and Larry Miller about the requirements for inspection at Pocatello and its relation to the on going work in the Portland area. Everyone is in agreement that Bill Bangert is the logical man to send to Pocatello, and he is agreeable to going. The tentative schedule for duration is three months. Walt Hart said he would accept delaying the bridge deck program until after completion of Clarno fabrication.

If Bangert does go to Pocatello, he will initially handle the inspection by himself. If more than one shift is worked at a later date, we will have to hire a local inspector to help. This man would logically come from the Idaho Highway Department.

In view of the forth coming bridge deck inspection program and the increased responsibility associated with being the principal inspector at Pocatello, I would recommend that the reclassification of Bill Bangert be made effective as of June 1, and that he not undertake the bridge deck seal study until completion of the Clarno Bridge fabrication.

Do you agree?

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

JOHN C. JENKINS
Engineer of Materials & Research

cc: Walt Hart

SP*52475-734

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7849

Salem, Oregon
May 2, 1973

To: J. F. Putnam
Region Engineer

SUBJECT: SFO No. 2 - Patching Existing Highway
Clarno Section
Shaniko-Fossil Highway
Contract No. 7849

FROM: C. T. Keasey
Construction Engineer

The subject State Force Work Order for patching on the existing highway outside the contract limits to repair breakup resulting from our contractor's legal load hauling is being returned to you unapproved.

This has been discussed with Assistant Highway Engineer H. S. Coulter and although the work is necessary, the acute shortage of State Construction Funds to cover such non-participating work makes it necessary to charge the work to your General Maintenance account.

Please proceed on that basis.

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc: H. S. Coulter
D.H. Moehring

5

7849

1859

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

April 26, 1973

Mr. Keith Hanna
Quality Control Engineer
Fought & Company
14255 S.W. 72nd Ave.
Portland, Oregon 97223

Re: Steel Fabrication
Clarno Bridge
Contract #7849

Dear Mr. Hanna:

At a meeting in the Bridge Section office on April 24, 1973, it was decided that inspectors from the Portland inspection office would not have to continue witnessing experimental weld tests at the Fought Plant. There were several reasons for this decision. First, no written weld procedure has been submitted to the Highway Division. Second, further evidence of the trial nature of your work is the request, by you, that test results of weld procedures which do not pass not be furnished the prime contractor. Furthermore, a very high percentage of tests are scrapped before machining, for one reason or another. As of April 20, 31 test plates had been prepared and not more than four tests have been successful.

In view of the large number of failures in comparison with the passing tests, there is reason to believe that perhaps the passing tests could not be duplicated. We do not intend to accept a welding procedure on the basis of an accidental passing test. Therefore, when you have developed welding procedures which will have a good likelyhood of passing the procedure qualification tests, if you will notify Mr. Rief's office he will detail a man to come to your plant and witness the test, performed in conformance with your written procedure specification.

It was also pointed out at this meeting that several tests have been performed using soft iron wire pedestals separating the fillet weld specimen stem from the base plate. There is nothing in the Oregon State Welding Standards that even suggests that this might be an acceptable technique for getting procedure or welder qualification tests to pass. Our intent is adequately stated in

Section 303(a): "The parts to be joined by fillet welds shall be brought into as close contact as practicable." The fact that wider gaps may be tolerated is recognition of the fact that it may be difficult to get long production welds tightly into contact throughout their length. Certainly this difficulty should not be experienced with test plates, and there is absolutely no reason why you should deliberately set out to separate test plates by the use of soft iron wire spacers.

The use of wire spacers is discussed in the welding of high strength quenched and tempered steels in order to avoid toe cracks. A588 steel and E8018c3 electrodes do not need this kind of help.

Test plates welded with soft iron wire spacers will not be accepted.

Very truly yours,

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: H. S. Coulter
W. J. Hart
J. F. Putnam
N. D. Krehbiel
E. J. Rief
H. A. Schell

RECEIVED
APR 26 1973
Office of
Assistant State Highway Engineer

5

FORM E-30

78219

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 4, 1973

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT John Day (Clarno) Bridge
Shaniko-Fossil Highway
Contract 7849
Pier 2 Footing Excavation - Contractor's Claim

Today I discussed with Mr. Walter Barrie, our Chief Counsel, the contractor's claim for pier 2 footing excavation on the subject project.

I showed him the contractor's claim letter dated March 1, 1973, the claim denial letter from Mr. J. S. Sawyer dated March 9, 1973, the contract plans, and the foundation data drawing.

I pointed out that the foundation data drawing indicates that the excavation for the left footing will be approximately two to three feet into the basalt and volcanic agglomerate, and that excavation for the right footing will be approximately seven feet into the hard volcanic agglomerate.

The conditions encountered in the field by the contractor were as shown on the foundation data sheet, thus the contractor was required to do only the work he originally bid on.

After reviewing the documents, it was Mr. Barrie's opinion that the contractor is intimating that the note on the plans, "Footing elevations are subject to change depending upon foundation material", gives the contractor some sort of right to change footing elevations. The contractor now perhaps feels that since we insisted that he excavate to plan elevation instead of allowing him to make a change, he has the right to make a claim for additional compensation.

NOTED
E. S. HUNTER

Because of our past practice and policy of retaining the right to determine footing elevations both prior to and during construction, Mr. Barrie believes we are in a good position if the the contractor should decide to press this claim further.

RWE/ag
cc E. S. Hunter
L. L. Wallace
J. F. Putnam
N. Krehbiel
W. Barrie

RECEIVED
[illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

7849

March 29, 1973

Mr. Keith Hanna
Quality Control
Fought and Company
P. O. Box 4248
Portland, Oregon 97208

Re: Clarno Bridge
Contract #7849

Dear Mr. Hanna:

Your letter to Mr. Ed Rief dated March 28, 1973 has been referred to me for answer.

There is nothing in Appendix A of the Oregon welding standards that states the weld profile for the keyhole "T" bend test specimen must or may be altered by grinding. If the weld surface of the specimen must be ground in order to pass the test, we feel this must be indicative of an undesireable weld characteristic. You are not authorized to grind the surface of the weld specimen in order to pass the test.

You make reference to grinding of the weld bead in connection with the testing of butt weld specimens. Reduced tensile test specimens are machined for the obvious reason that a uniform cross section is needed in order to calculate the stress. Root and face bend specimens are machined in order that the specimen will fit in the bending jig. Side bend specimens do not need to have the bead altered in order to test, and these specimens are tested with the bead in-tact.

We are most anxious to work with you in getting the qualification tests completed, but suggest you look in areas other than alteration of the test specimen for solution to your problem.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

RECEIVED
MAR 29 1973
Office of
Assistant State Highway Engineer

cc: H. S. Coulter
W. J. Hart
J. F. Putnam
N. D. Krehbiel
E. J. Rief

Fought & Company
STEEL FABRICATORS
A DIVISION OF ALLIED EQUITIES CORPORATION

March 28, 1973

Mr. Ed Rief
Oregon State Highway Dept.
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Subject: Job No. 9610
Clarno Bridge
Serial Letter No. 506

Dear Sir:

We have been verbally informed by your department, if we grind the surface of the fillet welds on the test coupon being prepared for the fillet weld keyhole "T" bend test, we will be required to grind the actual welds on the production work.

Paragraph A101(B) states if we change our procedure beyond the limits established by the essential changes, we are required to run a new procedure. Since there are no essential changes covering the surface condition of the welds, we feel we can go from a unground weld to a ground weld or vise-versa without requalifying a procedure, as long as the bead contour is within the requirements of your specifications.

Also, your specifications allows us to grind the surface of a butt weld procedure plate before performing physical tests even though the procedure or specification may not require the production welds to be ground.

If it is necessary to grind the production welds when test coupons are ground, then is it also your requirement? If we grind the production welds and the test coupon was not ground, we would have to perform another procedure test.

After studying this matter, if you still insist on requiring production welds be ground if the coupon is ground, we will require a letter stating where in the specification this is

P.O. BOX 4248 • PORTLAND, OREGON 97208 • 503/639-3141 / PLANT LOCATION: 14255 S.W. 72nd AVENUE • TIGARD, OREGON
AGC AISC

required or issue a change of specification, and we will submit the required statement to cover our extra work.

As this subject is delaying the testing of our procedures, we are expecting a immediate reply.

Very truly yours,

FOUGHT & COMPANY, A Division of
Allied Equities Corporation

Keith Hanna

Keith Hanna
Quality Control

KH/kj

7849

February 2, 1973

#7849

Oregon State Highway Commission

Complete file
for 12
John Day R.

Gentlemen:

In connection with construction of the new Clarno Bridge over the John Day River on Highway 218 between Shaniko and Fossil, Cody Logging and Construction Company and Dr. James Perkins, the landowner involved, have submitted a proposal to obtain rock from a site about one mile upstream from the present bridge and one-fourth mile from the riverbank in Townships 7S and 8S, Range 19E, Sections 5 and 32.

The proposed quarry would be above the left bank of the river in and near the mouth of a shallow draw. Part would be in the scenic waterway, part would be beyond one-fourth mile from the river. The operation would be visible from the river. About 40,000 yards of basalt would be crushed and stockpiled on the site. Crushing would be accomplished during a two-month period this winter. The stockpile would be drawn down during construction of the bridge and the "Red Hill" road over a period of a year or two.

The existing private dirt road from Highway 218 to a point near the site would be graded, rocked and widened in places (though not on the riverbank) to permit use by heavy trucks. Most of this work would be only minimally visible from the river, if at all, but about 800 feet of new construction leading to the site would be clearly visible.

Upon completion, the site would be restored, insofar as that is practicable, but the upper quarry faces would, of course, remain as a permanent alteration of the natural scene.

In my opinion, the lasting effect of this relatively small quarry at this site would not "impair substantially the natural beauty of the scenic waterway" if it were carefully managed. It would be operated for a limited time only. Visibility from the river, the only public access to the area, would be limited to the quarry faces; the floor could not be seen. Quarrying, crushing, and stockpiling would be objectionable in terms of the intent of the Scenic Waterways Act but this would be of short duration. After weathering awhile, the exposed basalt faces should not appear particularly inconsistent with the natural geological features of the area.

The very primitive, private dirt road involved serves the McGreer ranches upstream. This road is hazardous in wet weather and at one point is susceptible to frequent flooding, which isolates the McGreers. Improvement of this road is a permissible activity in terms of the Act and should be anticipated, whether or not the quarry site is used.

The Wasco County Planning Commission and the Court have approved the proposal and will grant the necessary variance.

We should expect some public objection to the proposal from those unfamiliar with the total situation.

I recommend approval subject to the following stipulations:

1. The entire project shall be so conducted as to minimize alteration of the natural scene to the greatest extent practicable.

2. Upon completion, the natural appearance of the area shall be respored insofar as that is practicable.

3. Quarrying and crushing shall be completed and the crusher and pug mill shall be removed before May 1, 1973.

4. The entire project shall be conducted under the supervision of the Regional Highway Engineer.

5. The Commission's approval may be revoked without notice if these stipulations are not satisfied or if it is found that a substantial impairment of the natural scenic beauty of the area, remaining after completion of the project, will be caused.

This matter will be on the agenda for the March 6 Commission meeting.

Sincerely,

George M. Baldwin
Administrator of Highways

cc Cecil Head
F. B. Klaboe
A. E. Johnson
D. G. Talbot
Robert Potter
Gary L. Ross
Gary L. Sund
J. F. Putnam

jw fn

7849

1-29-73

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: JAN. 29, 1973

TO: STATE OF OREGON
HWY COMM. (STATE HIGHWAY BUILDING)
SALEM, OREGON

#7849

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: CLARNO SECTION ON THE SHANIKO FOSSIL HWY. ORE.

in the county of WASCO - WHEELER, State of Oregon, and on the order of (contractor) HENSEL PHELPS CONST. CO. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 23 day of JANUARY, 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

S-09936
S-09989

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts
Aileen Roberts
Office Manager

NOTED
C. W. HEAD

AR/vb
REGISTERED MAIL NO. 399001

JOB: STATE OF OREGON
SALEM, OREGON
(address)

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job to the Prime Contractor

We appreciate your cooperation in this matter, and hope that you will call if there are any questions

L. B. FOSTER COMPANY

"FASTER FROM FOSTER"
PIPE — Tested & Structural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES
PRINTED IN U.S.A.

5

7849

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: JAN. 23, 1973

#7849

TO: STATE OF OREGON
HWY. COMM.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: HENSEL PHELPS , BURLINGAME,CA.

in the county of WASCO AND WHEELER , State of Oregon, and on the order of (contractor) ____________________. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 17 day of JANUARY 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts
Aileen Roberts
Office Manager

RECEIVED
JAN 25 1973
OREGON
STATE HIGHWAY COMMISSION

AR/vb
REGISTERED MAIL NO. 87556
JOB: STATE OF OREGON
SALEM, OREGON
(address)

NOTED
C. W. HEAD

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or subcontractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

5

RECEIVED
STATE HWY ENGR
JAN 19 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7849

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 19, 1973

Wasco Electric Cooperative Inc.
Fossil Telephone Exchange
Cascade Utilities, Inc.
Columbia Power Cooperative Association

RE: Utility Adjustments
Clarno Section
Shaniko-Fossil Highway
Wasco & Wheeler Counties

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with Mr. Welty's letter of January 9, 1973, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of January 3, 1973.

Reimbursement for the work performed on and subsequent to January 3, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill. Also, the bill should indicate a "break down" by poles so that the work can be identified.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By

Phil G. Preston
Utility Special Studies Engineer

NOTED
F. B. KLABOE

bc: ~~F.~~ B. Klaboe
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
J. F. Putnam "(2)
J. S. Sawyer "
R. S. Hawkins "
Harry Oswald "
J. W. Valentine "

PGP:jly
cc: Mr. Robert Welty, Robert Welty Engineers, Inc.

J. F. PUTNAM PLEASE NOTE: Please have a State Force Order prepared and submitted for this work. Prefix No. 133-1006. Return one copy of Est. and sketch with SFO.

DEC 27 1972

FOR [illegible]

7849

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 21, 1972

TO Memorandum to the File

FROM Robert J. Wright
Bridge Office Engineer

NOTED
A. E. JOHNSON

SUBJECT Structural Steel
Clarno Section
Contract 7849

I talked to Andy Gerberbach of Fought & Company today about fabrication and source of supply of structural steel for the subject project.

He said that he had not received an order yet from Hensel Phelps Construction Company and that fabrication would be done either in Portland, Oregon, or Pocatello, Idaho.

In a previous conversation in November only Portland, Oregon, was mentioned as the place of fabrication. He also said the steel plates would either come from Bethlehem Steel Company in Seattle Washington, or U. S. Steel Corporation in Provo, Utah or Chicago, Illinois.

RJW/ag

cc A. E. Johnson
~~J. Jenkins~~
J. F. Putnam
N. Krehbiel

RECEIVED
DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

DEC 27 1972

FORM E-20-X 12-67
FOR FILING

7849

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 21, 1972

NOTED
A. E. JOHNSON

SUBJECT: Required Additional Right of Way
Clarno Section
Shaniko-Fossil Highway
Contract No. 7849

To: D. H. Moehring
Right of Way Engineer

FROM: Keasey
C. T. Keasey
Construction Engineer

Attached is a sketch map and letter from Region Engineer J. F. Putnam advising the need for additional right of way opposite Station 211+00 to Station 215+40.08 on the subject section.

Please prepare the necessary descriptions, et cetera, and proceed with acquisition of this parcel.

CTK:fw
Enc.
cc: A. E. Johnson
J. F. Putnam

RECEIVED
DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

#7849

STATE COPY

Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 12-45	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Wasco & Wheeler
PROJECT REPORT NO. 4	12-18-72	PROJECT NO. S-295(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 218 Clarno E. 1.979 mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-9-72	1.979
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,292,061	$ 821,233

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer DEC 18 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid
Project No. S-295(5)

CLARNO SECTION

SHANIKO-FOSSIL HIGHWAY IN WASCO & WHEELER COUNTIES

Salem, Oregon, November 22, 1972

Project agreement estimate.

Type Code 6201
Roadway (Sta. 118+50 to Sta. 223+00)

Mobilization	All	Required		$100,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
Ditch Excavation	1,960	cu.yd.	$ 3.00	5,880.00
General Excavation	223,700	cu.yd.	0.75	167,775.00
Overhaul	8,400	C-yd.Sta.	0.40	3,360.00
Trench Excavation	1,350	cu.yd.	4.00	5,400.00
Finishing Roadbed and Slopes	2.08	mile	1,000.00	2,080.00
Obliteration of Roadway	6,100	sq.yd.	0.30	1,830.00
Watering	3,800	M-gal.	3.00	11,400.00
Coarse Aggregate Base	28,500	ton	3.00	85,500.00
3/4"-0 Aggregate Base	5,800	ton	3.00	17,400.00
Cold Mix Asphalt Concrete Mixture	5,000	ton	5.50	27,500.00
Liquid Asphalt in Mixture	330	ton	41.00	13,530.00
Aggregate in Sand Choke Seal	130	cu.yd.	15.00	1,950.00
1/4"-#10 Aggregate	220	cu.yd.	15.00	3,300.00
CRS-2 Asphalt in Seal	36	ton	100.00	3,600.00
18-inch Culvert Pipe	310	lin.ft.	5.00	1,550.00
24-inch Culvert Pipe	810	lin.ft.	7.00	5,670.00
36-inch Culvert Pipe	820	lin.ft.	11.25	9,225.00
48-inch Culvert Pipe	90	lin.ft.	18.00	1,620.00
24-inch Irrigation Pipe	140	lin.ft.	7.00	980.00
Concrete Inlets, G-2M	1	only	500.00	500.00
Guard Rail, Type 2A	2,800	lin.ft.	5.00	14,000.00
Guard Rail Anchors	11	only	200.00	2,200.00
Extra for Guard Rail Bridge Connections	4	only	150.00	600.00
Extra for Asphalt Approaches	9	only	100.00	900.00
Loose Riprap, Class 700	2,900	cu.yd.	5.00	14,500.00
Filter Blanket	580	cu.yd.	5.00	2,900.00
Guide Posts	105	only	8.00	840.00
Roadside Seeding & Mulching	16	acre	300.00	4,800.00
				$546,790.00

Additional Items

Flagging (60% of Contractors Cost)	All Required(47%)	$ 1,927.00
Slide Correction	All Required	25,000.00
Permanent Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainees (3 @ $800)	All Required	2,400.00
Reestablish Spring	All Required	1,000.00
		$ 9,327.00
	Subtotal	$556,117.00
	Engr. & Cont.	69,514.00
	Total	$625,631.00

Type Code X034
Structure Bridge #9691 (Sta. 123+75 to Sta. 128+43.5)

Bridge Removal Work	All Required		$ 2,500.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structure Excavation	750 cu.yd.	7.00	5,250.00
Structure Excavation Below Elevation Shown	70 cu.yd.	7.00	490.00
Furnish HP 12 X 53 Steel Piling	2,305 lin.ft.	6.00	13,830.00
Drive Steel Piles	48 only	150.00	7,200.00
Splice Steel Piles	10 only	30.00	300.00
Class A Concrete (662 cu.yd.)	All Required		100,000.00
Seal Concrete	180 cu.yd.	60.00	10,800.00
*Type S 400 Seal Expansion Joint	69 lin.ft.	120.00	8,280.00
3' X 45'/50' Prestressed Slabs	4 only	1,500.00	6,000.00
4' X 45'/50' Prestressed Slabs	32 only	1,800.00	57,600.00
Reinforcement (111,000 lbs.)	All Required		25,000.00
Structural Steel (603,000 lbs.)	All Required		300,364.00
Three Tube Steel Railing	948 lin.ft.	27.00	25,596.00
			$588,210.00

*Experimental (Catagory 2)

Additional Items

Flagging (60% of Contractors Cost)	All Required (53%)	$ 2,173.00
Sandblasting of Stringers	All Required	2,000.00
		$ 4,173.00
	Subtotal	$592,383.00
	Engr. & Cont.	74,047.00
	Total	$666,430.00

Length of Roadway.	1.890 miles
Length of Structure.	0.089 mile
Total	1.979 miles
Cost of Roadway Per Mile	$331,021.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$625,631.00	$397,651.00	$227,980.00
Structure	666,430.00	423,582.00	242,848.00
Total	$1,292,061.00	$821,233.00	$470,828.00

	Wasco County	Wheeler County
Roadway	$ 62,563	$ 563,068
Structure	$ 333,215	$ 333,215
Total	$ 395,778	$ 896,283

Group 1 100%
Contract No. 7849
Prefix 133-1006

CLARNO SECTION

Nonparticipating - State Work

Work by Columbia Power Corp.	All Required	$ 2,350.00
Work by Wasco Electric Coop.	All Required	1,000.00
Work by Cascade Utilities, Inc.	All Required	250.00
		$ 3,600.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-12-72

FEDERAL AID PROJECT NO.
S-295(5)

STATE PROJECT NO.
~~CLARNO SECTION~~

COUNTY NAME
WHEELER

PROGRAM NO.

ITEM NO.
S-1099

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO: 7841

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: DECEMBER 12, 1972

FEDERAL ROUTE NUMBER: FEDERAL AID SECONDARY ROUTE 308

STATE ROUTE NUMBER: SHANIKO-FOSSIL HIGHWAY ROUTE #291

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. ASBURY'S NOVEMBER 22, 1972 LETTER A MINOR PROGRAM CHANGE REVISING THE TERMINI OF THE PROJECT TO SR-218 CLARNO EAST 1.979 MILES IS HEREBY APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) MINOR PROGRAM CHANGE

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

12-13-72
Young

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO

DATE: 12-12-72

SIGNATURE OF APPROVING OFFICIAL: R Burghardt

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

HENSEL HP PHELPS CONSTRUCTION COMPANY

7849

November 16, 1972

Department of Commerce
Corporation Division
Commerce Building
Salem, Oregon 97310

Attention: Corporation Commissioner

Kathi [illegible] to see if [illegible] on A-O-K [illegible] Corp-Commr — C.H.

11/20/72 - Checked with Corp. Commissioner are not on file as of yet. KQ

11/21/72 - Checked again today - Not on file

Dear Sir:

Enclosed are duplicate originals of our Application for Certificate of Authority to qualify as a foreign corporation in the State of Oregon. We are also enclosing a Certificate of Good Standing from the Colorado Secretary of State together with our check in the amount of $250.00 to cover the $50.00 filing fee and our first annual license fee.

Please accept the enclosures for filing and return an executed Certificate of Authority for our records when issued by your department.

If anything further is required of our company in this regard, please advise me.

11/27/72
Is on file with the Corp Commissioner now

Very truly yours,

HENSEL PHELPS CONSTRUCTION CO.

Robert A. Ruyle
Vice President

#7849

lmb

Enclosures

NOTED
C. W. HEAD

notified Keesee
C.H.
11/27/72

cc: Oregon State Highway Division
Highway Building
Salem, Oregon
Attention: C. W. Head, Secretary

C T Corporation System
Attention: Mr. Crohan
Denver, Colorado

[illegible]
STATE [illegible]

NOTED
C. W. HEAD

COPY

GREELEY, COLORADO 80631

POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

RECEIVED
OCT 6 1972

FOR FILING

78-19

October 6, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

John Day River-Clarno Bridge
Clarno Section
Shaniko-Fossil Highway
Oregon Project FAS 295(5)
Your File 10-35.6

In reply to your October 4 letter, you are correct in your understanding of our specification requirements for notch toughness for A588 steel on this project. It is our intention to require a Charpy V-notch value of 20 ft.-lbs. at 0° F. for all of the principle structural elements. This includes both tension and compression members. We feel that this requirement is critical in order to obtain the ductility which is necessary in tension elements.

For compression sections, we feel that the increased notch toughness will give us a material which can be welded much more satisfactorily. As you are aware, we have been experiencing some problems with local hardening of flame-cut edges. Normalizing the steel should eliminate this problem.

We do not feel that the 1¼ to 2 cents additional cost of the basic material can be referred to as a significant increase in cost. On the particular structure in question, the requirement for CVN of 20 ft.-lbs. at 0° F. for the arch rib will increase the cost approximately $2,600.

Attached are three sets of the reduced plans and specifications for the Clarno structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

WJH:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 4, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. A. E. Johnson

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FAS 295(5)
John Day-Clarno Bridge

We have received your plans submitted by Mr. Wallace's August 30, 1972 letter. While we have no specifications we understand that you propose a notch tough A588 weathering steel for this location.

We understand that you feel 20 ft-lb at 0° F is the minimum requirement for this material. While we have no objections to this value, we feel that you will significantly raise the cost of the other steel sections if you do not limit the notch tough steel to tension and/or redundant members only. Other steel should meet the minimum 15 ft-lb at 40° F as required under the current specifications.

Please consider this requirement in your preparation of specifications and send us three sets of reduced plans and specifications for review and forwarding.

10-6-72

al

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FDK

L

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 13 1972
FOR FILING
7849

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 4, 1972

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : per C. A. Burghardt
G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project S-205(5)
Clarno Section
Shaniko-Fossil Highway

Use of Wabo-Maurer strip-seal joint, Type 5400, is approved for use on the subject project under the approved State-Wide experimental project and work plan for expansion-joint seals as requested in Mr. Wallace's October 2, 1972 letter.

CH Bridge
10-12-72

10-9-72
al

RECEIVED
STATE HWY ENGR
OCT 6 '72
REFER TO
AEJ
FOR

Info	Inves	R/D	DIR	Sign	Act	File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1859

OREGON STATE
HIGHWAY DIVISION

175-19

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 2, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

ORIGINAL SIGNED
L. L. WALLACE

From L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject John Day River (Clarno) Bridge
Clarno Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties
Bridge No. 9691

We request your permission to use the Wabo-Maurer strip-seal joint on the subject structure as permitted under the U. S. Department of Transportation Policy and Procedure Memorandum 20-63 for experimental projects.

The Wabo-Maurer Type 5400 is a single seal that locks into steel extrusions. It appears that the Wabo-Maurer strip-seal would be more economical than a multiple compression-joint seal which is the alternate solution.

This proposed use would be covered by the basic experimental project and work plan for expansion-joint seals as submitted by our letter of July 9, 1971.

LLW/ag

cc A. E. Johnson
L. H. Young
V. E. Skoog
A. A. Rear

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30-X 12-67

7849

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 27, 1972

SUBJECT: Perkins Spring
Clarno Section
Shaniko-Fossil Highway

To: Mr. J. F. Putnam
Region Engineer

In line with our discussion this date, we are prepared to include in the plans whatever reasonable means are available to protect the Perkins spring and keep it usable for Mr. Perkins. This would include some type of manhole cover so that he can get to the spring to clean it as might be necessary.

As I pointed out, if Brainerd is able to deal with Mr. Perkins it must be on the basis that we can make no guarantee as to water supply.

Please advise me at your earliest convenience as to the outcome.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
F. L. Hall

NOTED
E. S. HUNTER

RECEIVED
SEP 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5 /

RECEIVED
SEP 2[illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE September ~~13, 1972~~
9-20-72

TO 7349 E. S. Hunter
Assistant State Highway Engineer

Sp FROM Tom Edwards Tom
State Highway Engineer

SUBJECT

Check on the beginning point of the Clarno job on the westerly end. It appears from the markings on the pavement the line runs farther westerly.

cc F. B. Klaboe

1-2[illegible]-72

Tom
You were right and
I have shortened the
job about 1500 ft.
ESH

NOTED
TOM EDWARDS

5

RECEIVED
SEP 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

7847

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission **September 12, 1972**

FROM Tom Edwards
State Highway Engineer

Glarno
Sec.

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
   Grade, Pave and Structure Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
   Grade, Pave, Signals and Railroad Gates

   Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
   Signals Project

   Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
   Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
   Structure Project

   5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
   Structure Project

   Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
    Grade and Pave Project

    Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy, Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 673, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec., Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section, La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
[illegible] 1 [illegible]
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7849

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Project Finance Approval, Clarno Section
Shaniko-Fossil Highway
Wasco & Wheeler Counties

Both the survey and plans for the subject project are completed and the Division is ready for an early letting. The corridor hearing was held December 10, 1970, and the design hearing, May 18, 1972. A majority of testimony received was in favor of the design as proposed by the State. State Clearinghouse, District Clearinghouse and environmental requirements have all been satisfied.

This grading, paving, structure project is 2.4 miles in length and includes constructing a 468-foot steel tied-arch bridge across the John Day River. The total estimated cost for contracting is $1,300,000 (construction $1,285,000; right-of-way $15,000). This project is listed on Program XIIA and was tentatively approved November 24, 1971.

I recommend this Federal-Aid Secondary Project and request your authority to proceed to contract at the October 26 letting.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
J. F. Putnam
Gary Ross
Gary Sund
Programing

dps

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

7849

August 21, 1972

Mr. R. W. Ellison
Bridge Administration Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. L. [illegible]

Re: John Day River (Clarno) Bridge

Dear Mr. Ellison:

Your letter of August 15, 1972, regarding the above titled project has been received.

The use of dikes and cofferdams to isolate the work in the stream from the flowing water will allow the work to continue behind the protected area after August 30 as you assumed.

After the initial dewatering of the work area, the dewatering pumps should not discharge directly into the stream as concrete curing water and other chemical and petroleum products, as well as human odors in the water, will cause detrimental effects to the fishery resource.

We appreciate your interest in adhering to the safeguards for the fishery resource.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc: A. E. Johnson ✓
Frank Hall
Oregon Game Commission

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

COPY

1859

78419

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
AUG 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 16, 1972

cc's sent 8/17/72 to:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of August 8, 1972, relative to the following projects:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Blvd. (Redmond)

We concur with the comments of Mr. Carnegie in his letter to you dated August 10, 1972.

The opportunity to review the plans is appreciated.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

______Hall______
______A. Olson______
______Terpin______
______[illegible]______
______Swenson______
______R. Olson______
______Trout______

RECEIVED
AUG 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
[illegible] ☐
Do not File ☐
Return To ______
Bring Up ____/____/____
Other______
______

1859

OREGON STATE
HIGHWAY DIVISION

7849

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 15, 1972

Mr. Burt Carnegie
Fish Passage Specialist
Oregon State Fish Commission
307 State Office Building
1400 S. W. Fifth Avenue
Portland, Oregon 97201

AP

NOTED
A. E. JOHNSON

Dear Mr. Carnegie:

Re: John Day River (Clarno) Bridge

Your letter of August 10, 1972, to Mr. Frank Hall restricts construction work in the flowing stream to the period June 20 to August 30. This project is scheduled for receipt of bids on September 28 and award of contract shortly thereafter.

The specifications for the structure will require that construction of piers 1 and 2 will be done inside cofferdams. Installation of cofferdams will probably involve use of a dyke construction of which will necessarily be done after contract award. We believe that construction using cofferdams and dykes is within the meaning of your comments concerning construction work in the flowing stream. If this is in accord with your thinking, your concurrence would be appreciated.

I am enclosing a plan and elevation drawing of the structure for your use.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. W. Ellison
Bridge Administration Engineer

RWE:jc

Enclosure

cc: A. E. Johnson ✓
Frank Hall

RECEIVED
AUG 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

7849

RECEIVED
AUG 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Ap

August 10, 1972

cc's sent 8/14/72 to:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sirs:

The following titled projects transmitted to us by your letter dated August 8, 1972 have been reviewed:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Boulevard (Redmond)

The John Day River in Item No. 2 supports substantial runs of anadromous fish, thus water quality and fish passage must be maintained. Construction work in the flowing stream should be done between June 20 and August 30.

Our main interest in Items No. 1 & 3 is maintaining water quality.

We appreciate the opportunity to review these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

NOTED
E. S. HUNTER

RECEIVED
AUG 14 1972
DESIGN
SECTION

Olson ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Design File ☐
Return To ____
Bring Up __/__/__
Other ____

TRANSACTION NUMBER 8-25

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-9-72

BY (Signature): Mr. Young's August 3, 1972 letter

TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 1099 THRU ______

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1099	S-295(5)	2.41	1,200,000	762,700	Clarno Section Wasco & Wheeler Counties	Grade, Drain, High Type Pavement One Structure.

8-9-72

8-10-72

Young

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

7849

RECOMMENDED DATE	SIGNATURE AND TITLE	
APPROVED DATE 8-9-72	SIGNATURE AND TITLE G.L. Green, Acting Division Engineer	

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

agenda

HIGHWAY DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare various possible highway designs for the Clarno Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties within the corridor approved on April 4, 1972, in "Highway Corridor Resolution No. 404," and in connection therewith to prepare a map showing the various highway designs for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map outlining a feasible highway design within the approved corridor location for said highway section and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a highway design public hearing was held on May 18, 1972, in the Community of Clarno to present highway design and considerations bearing on the same and to consider the views of members of the public as to the highway design proposed for said highway section; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer as well as consideration of the transcript of the testimony given at the highway design public hearing and of the views given by various governmental agencies, officials and advisory groups affected by the highway design and also of the social, economic and environmental effects of the highway design proposed by the Engineer, it is the judgment of the Commission that the highway design for said highway section as shown by the Engineer's map should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the highway design as shown on the Engineer's map of the Clarno Section of the Shaniko-Fossil Highway beginning at Highway Engineer's Station 96+00 approximately one-half mile west of the John Day River and extending in an easterly direction to Highway Engineer Station 223.00 approximately one-fourth mile east of the Muddy Creek Road intersection which map for identification purposes bears survey design Map File No. 1R-4-528 and the date of June, 1972, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed within the corridor location approved on April 4, 1972, as stated in "Highway Corridor Resolution No. 404," the same shall be done in accordance with said highway design unless otherwise directed or ordered by the Commission.

June 27, 1972

3. That this approval and adoption of said highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights-of-way pursuant to the highway design approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as the 27th day of June 1972, as "Highway Design Resolution No. 404a."

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

AGENDA
JUN 2 7 1972
4 [illegible] -2

June 13, 1972

To Oregon State Highway Commission

See Corridor
Resol
704

ORIGINAL SIGNED BY
F. B. KLABOE

From F. B. Klaboe
Acting State Highway Engineer

Subject Survey Design Approval
Clarno-~~Porcupine~~ Butte Section
Shaniko-Fossil Highway, Wasco & Wheeler Counties

On December 10, 1970, a corridor public hearing was held on the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway (ORE 218). Based on statements made at the hearing and engineering evaluation, on April 4, 1972, the Commission adopted Corridor #1, located approximately along the existing facility.

On May 18, 1972, a design hearing was held in the Grange Hall at Clarno. Testimony was overwhelmingly in favor of the design as proposed by the State.

Some study was given to the feasibility of making a boat-launching ramp between the existing structure and the proposed structure. Concern was voiced that this would be an invitation to the public to use the area, which is extremely restricted in size and with no toilet facilities. This is a legitimate concern, and I recommend that we not consider boat-launching facilities at this location.

The only other concern was that we make every effort to minimize the taking of a portion of Mr. Rolfe's field on the west bank of the John Day River. The alignment as proposed takes a little under one and one-half acres of this field. To reduce the taking of the Rolfe field, it would be necessary to introduce substandard alignment, which we cannot recommend.

(More)

NOTED
FLOYD QUERY

I believe the line as presented at the public hearing on May 18 is in the best interest of the public as well as individuals, and I recommend your approval. This matter will be on the agenda for you consideration at the June 27 meeting.

Att.

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunder
Victor D. Wolfe
Frank L. Hall
L. H. Young
D. H. Moehring
V. E. Skoog
Gary Ross
H. S. Cox
Gary Sund
W. E. Schwartz

VDW:mc ms

RECEIVED
[illegible] 1972

FOR FILING

7849

August 3, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project S-295(5)

We are submitting program data for one project, Item No. 1099, Project No. S-295(5), "Clarno Section", which we desire to have included in he Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on September 28, 1972.

Enclosed is one copy each of State and District 9 Clearinghouse approvals dated July 13, 1971 and June 22, 1971, respectively.

"Notice of Intent" for the project was submitted to District 12 Clearinghouse on June 16, 1971, and has lain before the clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

Enclosures

JG:js

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL**
DATE SUBMITTED TO W. O.	8-3-72	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 218 0.4 mi. W. of Clarno, E. 2.41 mi. 21 65	**ADT**	PRESENT 60*	FUTURE 110 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave., One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (7

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. S

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ESTIMATED FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 218 0.4 mi. W. of Clarno, E. 2.41 mi.			
5					**ROW**					
5					**CONST** (CODE) 6201 X034		"Clarno Section"	2.41	1,200,000	762,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.41	1,200,000	762,
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 60*	FUTURE 110 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1099 (14) (18)

NCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 295 7	SEQ. NO. (5) 13	T. Projects Only POST MI. (24) (26) / DESIG. 27

COUNTY NAME Wasco & Wheeler 065 CODE 069 (14) (16)

ROUTE NO. S FEDERAL-AID 308 (32) STATE 291 (36) (37) U.S. – (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	 FEDERAL FUNDS	 STATE FUNDS	 OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Gr., Dr., H.T. Pave. 2-12' lanes with paved 4' shldr's & const. one steel-tied arch bridge (L. 468', H.C. 32')
41	1,200,000	762,700	437,300		ROW - 95' min.; Access Control - none; Parking restrictions - none.
41	1,200,000	762,700	437,300		
	(16) (23)	(24) (33)	REMARKS		

-Over-

USCOMM DUSCOMM-DC 48908-P61

Existing Facility:

Proposed Facility - Located line only.
Traveled Way - 18-foot gravel surface including shoulders and one steel thru truss (220') with 4 frame trestles (76'); total length 296'; H.C. 15'1"; V.C. 11'11"; H-08 loading.

Adjacent Sections: 22' bituminous surface including shoulders [connects to Project S-295(3) on westerly end].

Project Data: The work, on improved (new) alignment, consists of grade, drain and high-type pave two 12-foot lanes with 4-foot paved shoulders. Construct one steel-tied arch bridge (Br. No. 9691) 468 feet long with a horizontal clearance of 32 feet and a minimum vertical clearance of 17 feet. Also included in the work is the removal of the existing structure, signing, seeding, mulching and other incidental work common to this type of project.

Roadway Type Code 6201 - - - - - Est. Cost $539,000
Structure Type Code X034 - - - - Est. Cost $661,000

*The DHV is 8 for this location; therefore, the structure's 32-foot horizontal clearance and 32-foot roadway width fall within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: Will be made by State as required.

Final Environmental Statement: Accepted by the Secretary of Transportation on January 26, 1972.

Clearinghouse Approval: State - July 13, 1971
District 9 - June 22, 1971
District 12 - Notice of intent was sent June 16, 1971 and has lain before the Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

SECTION

o. S-295(5)

Public Hearings: Corridor - Held December 10, 1970
Design - Held May 18, 1972
Certification required by Section 128 "Public Hearings" of Title 23, U.S.C., made under the provisions of the "Secondary Road Plan" on March 8, 1972 and June 30, 1972, respectively.

Location/Design Approval: Granted, under the "Secondary Road Plan", March 8, 1972 and June 3, 1972, respectively.

Data for PR-37: Wasco County - Est. Cost $283,000
Wheeler County - Est. Cost $917,000

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

d.

s-

th-
here

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

7849

DATE June 30, 1972

TO Memo to the Files

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Clarno Section
Project S-295(-)
Shaniko-Fossil Hwy. (FAS 308)
Wasco & Wheeler Counties

I certify in behalf of the Oregon State Highway Division that a design public hearing was held by the Highway Division on May 18, 1972 relative to the proposed highway project on the Clarno Section, formerly known as Clarno-Porcupine Butte Section, of the Shaniko-Fossil Highway (Ore 218) (FAS 308) in Wasco and Wheeler Counties and that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

RNC:dg

cc Federal Highway Administration
Tom Edwards
E. S. Hunter
L. H. Young
F. L. Hall
V. D. Wolfe
R. N. Chase
B. L. Gifford

RECEIVED
JUL 14 1972
FOR FILING

6-23-72

REVISED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Clarno
Highway: Shaniko-Fossil (FAR 308)
County: Wasco and Wheeler
Prefix: 35-1439

Res. Engr.
Approx. Length 2.4± miles
Sta. 96+00± to Sta. 222+00±
Date 6-23-72

Mean Truck A.D.T. 15.0
Traffic Coefficient 5.4 (See Remarks on page 2.)
18 kip s. a. per day 1.8
(1)

Annual Precipitation 17.0" (Fossil) 13.5" (Antelope)
Frost Penetration 24.0±
CBR Total Requirement 17.0"

Typical Soil

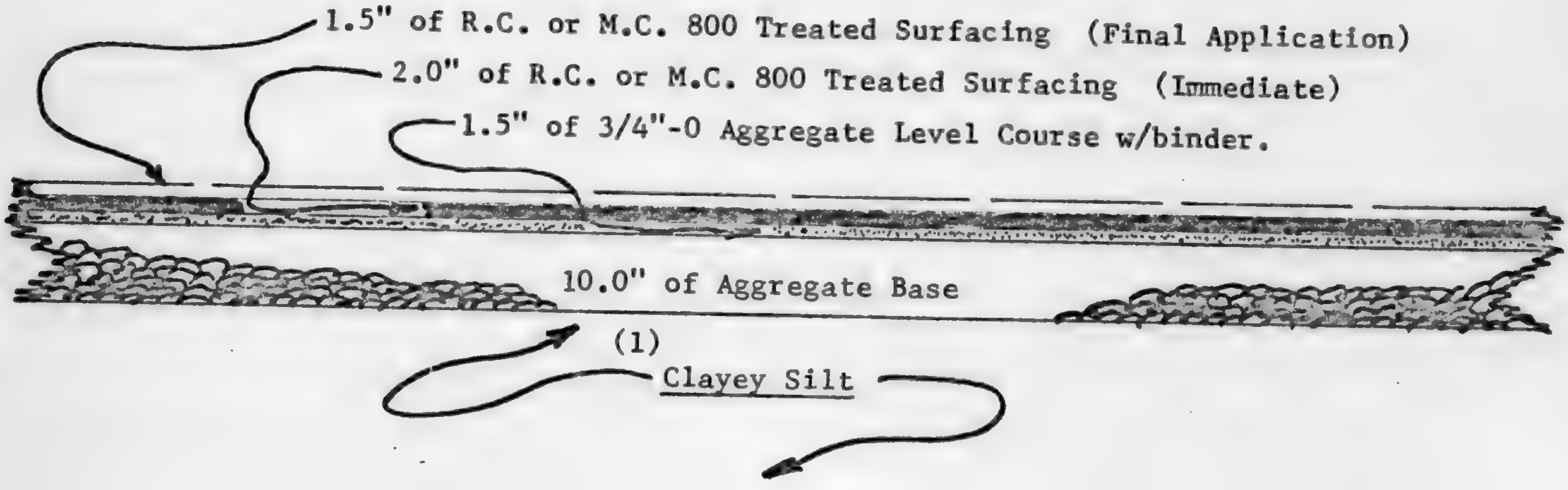
43	LL
15	PI
90	%P 10
76	%P 200
10	% Gravel
3	% C Sand
11	% F Sand
48	% Silt
28	% Clay
10	R Value
A-7-6	AASHO Classif.

Materials Source:

A prospective source has been recommended by the Region, but has not been purchased this date.

Credit	*Actual Thick.*	*Component*
2.5	1.5	R.C. or M.C. 800 (F.A.)
3.0	2.0	R.C. or M.C. 800 (I.)
1.5	1.5	A.L.
10.0	10.0	A.B.
17.0	15.0	

STRUCTURAL SECTION


1.5" of R.C. or M.C. 800 Treated Surfacing (Final Application)
2.0" of R.C. or M.C. 800 Treated Surfacing (Immediate)
1.5" of 3/4"-0 Aggregate Level Course w/binder.
10.0" of Aggregate Base
(1)
Clayey Silt

NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Rec'd.
7-5-72

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: Clarno

HIGHWAY: Shaniko-Fossil

COUNTY: Wasco and Wheeler

"OTHER ROADS"

Traffic Coefficient	Treated *Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	1.5"	8.0"	12.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.7 and a C.B.E. Requirement of 15.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Treated Surfacing = 1.5" Aggregate Base
1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Clarno

HIGHWAY: Shaniko - Fossil

COUNTY: Wasco and Wheeler

60 Present ADT (1972)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	9	1.8	16	13	450	5,850
3	1	1.8	2	2	1000	2,000
4	--	---	--	--	1250	- - -
5	--	---	--	--	3180	- - -
6	--	---	--	--	2570	- - -

15 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 7,850

TWENTY YEAR EWL 157,000

TRAFFIC COEFFICIENT 5.4

SECTION: Clarno
HIGHWAY: Shaniko-Fossil
COUNTY: Wasco and Wheeler

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ____ Fair ____ Poor ____
   Remarks: One project has been completed, but has not been in service long enough to establish a performance record.
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Not a consideration for this project.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison as traffic does not warrant the use of C.R.P.C.C.

RECEIVED

7849

4p

June 15, 1972

Mrs. James G. Perkins
11404 S.W. Breyman Court
Portland, OR 97219

Dear Mrs. Perkins:

Thank you for your letter of May 26 concerning the proposed improvement of the Shaniko-Fossil Highway at Clarno.

We consider the Rolfe ranch with its pioneer home an outstanding monument in this area of the state, and in responding to your concerns, we have studied an alignment alternate to the one presented at the hearing which should decrease the amount of land required from Mr. Rolf by one-third. If we were to reduce the taking any more, the bridge crossing, as proposed, could not be utilized resulting in the loss of an esthetically pleasing structure design. To miss the ranch entirely it would be necessary to add curvature that would place the bridge structure on a curve--this in itself induces a hazardous condition particularly in view of the snow and ice conditions prevalent in the area. One other reason which would preclude placing the bridge on a curve is that it would necessitate construction of piers in the river proper which would, in a sense, not be in conformance with the Scenic Waterways Act.

At the first hearing, there was considerable concern that we not do anything to the John Day River that would change its velocity and cause eroding problems. We have attempted to maintain the grades of the new facility to the same elevations as the existing highway in order to maintain the same flood characteristics as before.

I hope this answers the concerns expressed in your letter. We appreciate your interest in our proposal for improvement of the highway in this area.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc Ore. Env. Council

VDW:mc ia
bc George M. Baldwin
Tom Edwards
Floyd Query
E. S. Hunter
Victor D. Wolfe

11404 SW Breyman Court
Portland, Oregon 97219
May 26, 1972

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Clarno - Red Hill Section
Shaniko - Fossil Highway

Gentlemen:

I write concerning the proposed improvement of the Shaniko-Fossil Highway at Clarno, Oregon. I am hopeful that you will choose a final design which will take the least possible amount of bottom land from this small valley. It is not hard to appreciate the immeasurable value of this fertile soil as one stands upon it and looks at the dry grazing lands rising above it in all directions.

I feel the road need not be as straight as shown on the plans presented at the May 18th design hearing at Clarno. It should be curved as far off Mr. Rolf's field as possible, bringing it more in line with the existing road bed.

I also hope that the river banks will remain as untouched as possible with no additional boat ramp or parking facility. The many naturally open areas here are adequate for automobiles. It would be too bad to follow the line from an old popular song, "they paved paradise and put up a parking lot".

I approve of the bridge design. We are all grateful to you for trying to retain the feeling of the old bridge. I would also like to thank you for the most kind and thorough way in which you presented your designs at the May 18th hearing at Clarno.

Sincerely,

Shirlee Dillard Perkins

Shirlee Dillard Perkins (Mrs. James G.)
Co-owner McRae Ranch, Clarno, Oregon

cc: H.F. McKay
Huck Rolf
Oregon Environmental Council

[illegible]
R/D

RECEIVED
MAY 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1972
FOR FILING

7849

5

May 31, 1972

Mr. and Mrs. Art McGreer
Clarno Route
Antelope, Oregon 97001

Dear Mr. and Mrs. McGreer:

In this morning's mail, we received your letter of May 26 concerning the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway.

Your letter was received too late to be included in the transcript which was sent out yesterday. However, it will be made a part of the record and will be considered with other testimony presented.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Highway Commission
George M. Baldwin
Tom Edwards
F. B. Klaboe

Clarno Route
Antelope, Oregon 97001
May 26, 1972

Oregon State Highway Commission
Highway Department Building
Salem, Oregon 97310

Re: Clarno-Porcupine Butte
Shaniko-Fossil Hwy.

Dear Sirs:

Please add our testimony to the transcript of the hearing of the above mentioned highway held May 18, 1972 at the Clarno Grange Hall.

The proposed bridge construction over the John Day River at Clarno is badly needed; we feel the proposed route and construction is agreeable. As much as possible, we feel an effort should be made to avoid all tillable lands.

Also, we certainly would not feel that a boat landing and parking area in that vicinity is appropriate. It would be placing a growing facility perhaps too adjacent to private property, as well as creating highway congestion. Surely there are State owned or Bureau of Land Management areas that could be developed for this and not further infringe on private property owners anywhere on Scenic Waterways. This sort of a facility needs to be off by itself where there is plenty of room for accessibility and privacy.

Sincerely,

Art & Kay McGreer
Mr. & Mrs. Art McGreer

RECEIVED
MAY 1 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 1972
UTILITY UNIT

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7849

May 19, 1972

Wasco Electric Cooperative
Columbia Power Cooperative
Cascade Utilities, Inc.
Fossil Telephone Exchange

Re: Preliminary Right of Way Maps
Clarno Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

Gentlemen:

Enclosed you will find one print of the preliminary right of way maps, our File No. 9B-9-25 on the above subject project. This project has not been placed on our tentative schedule of contract lettings.

This information is being submitted to you in accordance with our policy of supplying utilities and railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. H. W. Gerlach, 2111 Adams Avenue, LaGrande, Oregon 97850, telephone 963-3177, is the Regional Utility Engineer for this project.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: A. E. Johnson
W. E. Schwartz
H. W. Gerlach

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

15

RECEIVED
MAY 8 - 1972

FOR FILING
FORM E-30 (REV. 10-69)

7849

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 4, 1972

SUBJECT: PHASE II RELOCATION REPORT
Clarno Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

lp

To: Victor Wolfe
Location Engineer

BUILDING

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

I have received a report on the above section which indicates that no relocation will be necessary. This report estimates the lead time as approximately four months from the date we have all the descriptions and authority to purchase.

John R. Oakes
Assistant R/W Engineer

JRO:HA

cc R. E. Simpson
Tom Edwards ✓
~~F. B.~~ Klaboe
Floyd Query
L. H. Young
H. S. Cox
Don Byard

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
V.D. [redacted] Wolfe
H. S. Cox
J. F. Putnam
Gary Ross
Gary Sund

RECEIVED
FOR FILE

[illegible]
XIII
Shaniko Fossil Sec.

4

DATE March 13, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Location Survey Clarno Section, Shaniko-Fossil Highway

The survey to determine the proposed location of the Clarno Section, Shaniko-Fossil Highway in Wasco and Wheeler Counties has been completed. The corridor public hearing was held December 10, 1970, and we have received clearances on clearinghouse comments and environmental statements.

This project is 2.41 miles in length, and of the two corridors presented at the hearing, corridor #1 is being recommended. This route approximates the existing facility with a crossing of the John Day River downstream from the existing bridge. The total estimated cost for constructing corridor #1 is $1,200,000. This project is listed on Program XIII"A" and was tentatively approved November 24, 1971.

I recommend corridor #1 with modified alignment as the proper location for this proposed highway project and request your authority to proceed with the design hearing and final survey toward the goal of an early letting. A map is attached for your information.

This matter will be on the agenda for your consideration at the April 4 meeting.

Attachment

BLG:dg cg

FORM E-30 (REV 10-69)

RECEIVED
COUNTY & CITY SECTION
MAY 5 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 4, 1972

SUBJECT: PHASE II RELOCATION REPORT
Clarno Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

To: Victor Wolfe
Location Engineer

BUILDING

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

I have received a report on the above section which indicates that no relocation will be necessary. This report estimates the lead time as approximately four months from the date we have all the descriptions and authority to purchase.

ORIGINAL SIGNED
R. C.
John R. Oakes
Assistant R/W Engineer

JRO:HA

cc R. E. Simpson
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young
H. S. Cox
Don Byard

RECEIVED
APR

FORM 2-30 (REV. 10-69)

FOR FILING

7849

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

SUBJECT:

To: Victor D. Wolfe
Location Engineer

BUILDING

Attention: George C. Wills

The proposed aggregate source described in your 31 March 1972 memo concerning the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway does not lie within the John Day Scenic Waterway and hence would not be affected by the Scenic Waterways Act. It is unlikely that the proposal would have a marked visual impact upon recreationists using the waterway.

Robert K. Potter
Coordinator
Scenic Waterways System

RKP:jw

cc: L.P. Shaw
D.G. Talbot

[illegible]
LLOYD P. SHAW

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
MAR 9 - 1972
FORM E-30 (12-67)
FOR FILING

7849

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1972

SUBJECT: Clarno Section
Project S-295(-)
Shaniko-Fossil Hwy. (FAS 308)
Wasco and Wheeler Counties

To: MEMORANDUM TO THE FILES

I certify in behalf of the Oregon State Highway Division that a corridor public hearing was held by the Highway Division on December 10, 1970, relative to the proposed highway project on the Clarno Section, formerly known as Clarno-Porcupine Butte Section, of the Shaniko-Fossil Highway (ORE 218)(FAS 308), in Wasco and Wheeler Counties, and that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

FBKlaboe
F. B. Klaboe
Deputy State Highway Engineer

RNC:bb
cc: Tom Edwards
E. S. Hunter
L. H. Young
V. D. Wolfe
F. L. Hall
R. N. Chase
B. L. Gifford

RECEIVED
FEB 14 [illegible]

FOR FILE

r S

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

18417

DATE: February 4, 1972

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-295(), Clarno Section
Shaniko-Fossil Highway, Wasco and Wheeler Counties
Final Environmental Statement

The subject final environmental statement has been reviewed and accepted by the Office of the Secretary of Transportation, and CEQ was furnished the final environmental statement on January 26, 1972. Please make copies of this final statement available as required by PPM 90-1. The project can be advanced in the normal manner on February 28, 1972.

cc: OSHD (W.H. Tebeau)

2-11-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

cc Young

RECEIVED
[illegible] 9 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 17 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7849

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 12, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-295(-)
Clarno-Porcupine Butte Section
Shaniko-Fossil Highway
Final Environmental Impact Statement

Attached is a signed copy of the Final Environmental Impact Statement for the subject project returned as requested in Mr. Young's December 7 letter.

Enclosure

1-14-72
REFERRED TO
Schroeder
DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FORM E-30 (REV. 10-69)
FOR FILING

7849

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 27, 1971

SUBJECT: FHWA Engineering Crews

To: Mr. Tom Edwards
Deputy State Highway Engineer

As discussed with you, it is recommended that Federal Highway Administration engineering crews be used on the following survey projects:

1. East Timber Junction-M.P. 39.1
   Sunset Highway

   Stake P line and Topog for mapping and design of four-lane section.

   Estimate 7 crew days.

2. Pioneer Mountain-Eddyville Section
   Corvallis-Newport Highway

   P line and Topog, section corner.

   Estimate 90 crew days.

   (Note: This one cannot be started until such time as we have completed our recon study and you have made a determination as to the location of the alignment; i.e., passing bays on the existing facility or new alignment. We will have this available for your consideration before the end of the year.)

3. Ecola Park Road

   P line and Topog section corner.

   Estimate 20 crew days.

NOTED
TOM EDWARDS

4. State Line-O'Brien Section
Redwood Highway

A minimal upgrading of the existing facility to eliminate some bad vertical alignment, widen existing travel lanes with adequate shoulders.

Estimate 60 crew days.

5. Jacksonville Bypass
Jacksonville Highway

Complete location.

Estimate 90 crew days.

(Note: The Highway Commission should approve the corridor prior to starting the actual location.)

6. Clarno Section
Shaniko-Fossil Highway

Stake centerline.

Estimate 10 crew days.

(Note: This should not be started prior to approval of the Commission following the design hearing tentatively scheduled for the last of February.)

Please instruct.

Victor D Wolfe

Victor D Wolfe
Location Engineer

DEC [illegible] 1971
OFFICE OF
[illegible] ENGINEER

VDW:mc

cc F. B. Klaboe
George C. Wills

NOTED
TOM EDWARDS

RECEIVED
DEC 7 1971
FOR FILING

72419

December 7, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Final Environmental Impact
Statement
Clarno-Porcupine Butte Sec.
Project S-295(-)
Shaniko-Fossil Highway
Wasco and Wheeler Counties

Dear Sir:

In compliance with PPM 90-1, we are submitting 18 copies of a "Final Environmental Impact Statement" dated December 1, 1971, relative to highway project on the "Clarno-Porcupine Butte Section" of the Shaniko-Fossil Highway in Wasco and Wheeler Counties.

We request a copy of the signed statement be returned to the Highway Division to complete our records.

Please disregard our submittal letter of October 4, 1971 on the same subject and destroy the enclosures thereto.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Enc.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall
H. S. Cox
W. H. Tebeau
R. N. Chase
B. L. Gifford

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

CLARNO-PORCUPINE BUTTE SECTION
SHANIKO-FOSSIL HIGHWAY
WASCO AND WHEELER COUNTIES

Relocation and construction of approximately 2 miles of unpaved crooked mountain road and construction of a new bridge over the John Day River at Clarno, in Wasco and Wheeler Counties, Oregon.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

12-1-71
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY FHWA

Date

Ralph M. Phillips
FHWA Regional Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

CLARNO-PORCUPINE BUTTE SECTION

SHANIKO-FOSSIL HIGHWAY

WASCO AND WHEELER COUNTIES

1. Administrative action by Oregon State Highway Division, Department of Transportation.

2. Reconstruction of 2 miles of rough, unpaved crooked mountain road and construction of a bridge on a new location at Clarno on the John Day River, Wheeler County, Oregon.

3. The two most important impacts will be the increased safety and mobility provided by the new two-lane facility and removal of load restriction by replacing an obsolete bridge. The modernization of this bridge and related section of substandard road will remove the long-standing deterrent to the effective marketing of grain, livestock, and other truck-transported agricultural products of Wheeler County destined for the Central Oregon and southern markets.

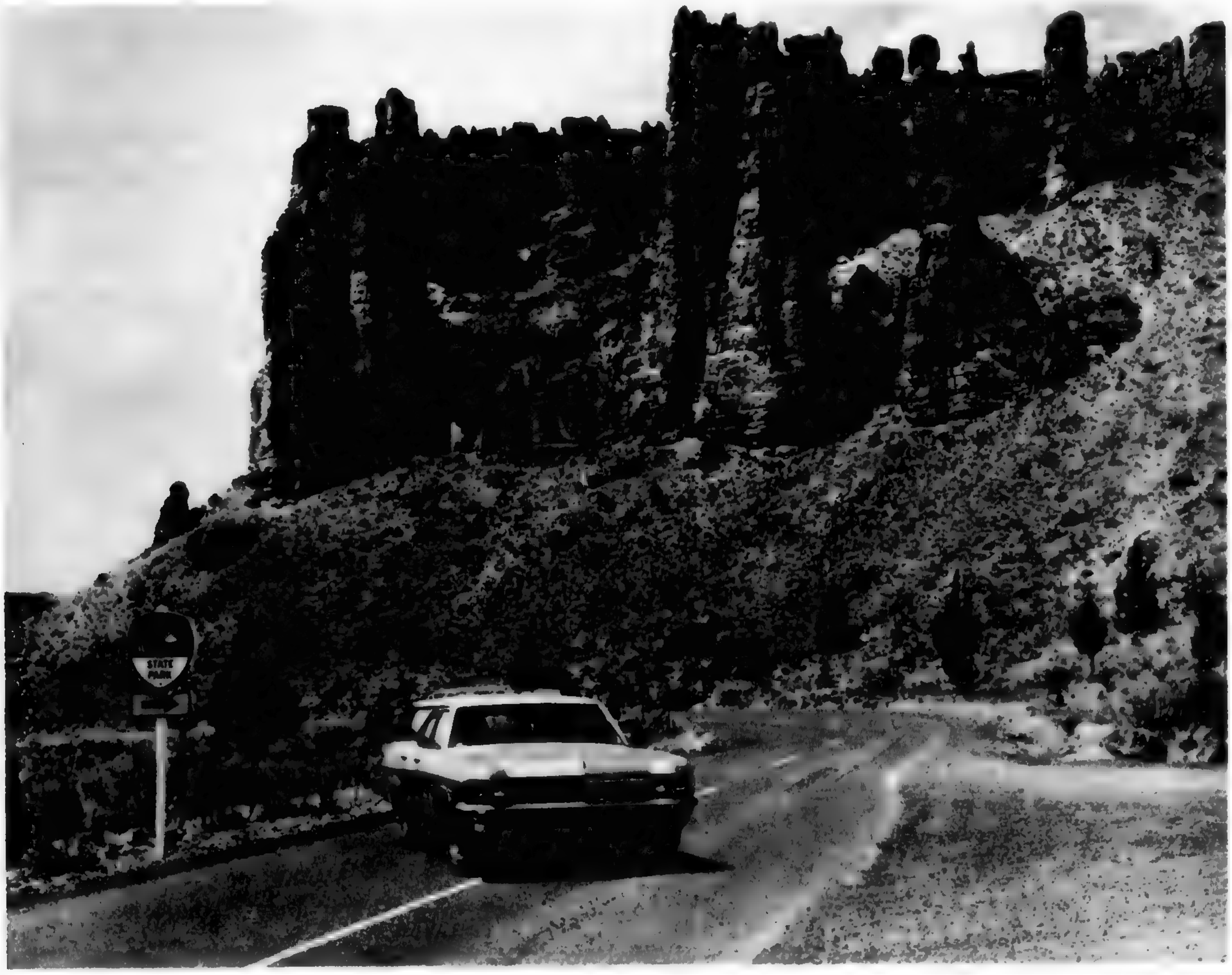
   The analysis of testimony presented at the corridor public hearing at Clarno on December 10, 1970, reveals that both the public organizations and private individuals in favor of the proposal outnumbered those opposing it about 4 to 1.

4. An alternate route across agricultural land and flood plain was opposed at public hearing.

5. The agencies submitting comments after the public hearing are as listed herewith:

Executive Dept. (Clearinghouse Review)
State Engineer
Coord. Scenic Waterways
Governor's Assistant for Natural Resources
National Parks Service
Housing and Urban Development
Mid-Columbia Economic Development
East Central Oregon Association of Counties
Army Corps of Engineers
Environmental Protection Agency
Oregon Environmental Council (Private Organization)

6. Date draft statement made available to FHWA and the public: June 23, 1971.



Scenic nature of John Day Canyon near Clarno State Park.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

CLARNO-PORCUPINE BUTTE SECTION

SHANIKO-FOSSIL HIGHWAY

WASCO AND WHEELER COUNTIES

DESCRIPTION AND PURPOSE OF PROPOSAL The Shaniko-Fossil Secondary Highway is a cross connection between two parallel primary highways (US 97 and ORE 19) that carry traffic from Central Oregon areas to the Columbia River Highway.

It bisects the John Day River Basin laterally and is mainly through rugged and barren range country. The population is very sparse and the predominant agricultural practice is range management. There are a few cropland operations adjacent to the John Day River at Clarno. It is in this particular area that a highway improvement is planned. The bridge at Clarno is narrow and old* and the road to the east for approximately two miles is steep and crooked and is the only remaining unpaved section of the 43-mile route. Traffic volume is about 60 vehicles per day. During the time of grain harvest and throughout the marketing period, this route is used as a market road by the smaller grain trucks mainly for short-haul operations. This fact makes the 13-foot wide old bridge over the John Day River a matter of concern to those commercial operators with large grain vans or livestock transports too heavy for the load limit on the existing bridge.

The canyon of the John Day River is considered a major scenic route and an extensive portion along the river was included in the Scenic Waterways Act of 1970. The purpose of this legislative act was to preserve the status quo of the river and the bordering lands 1/4 of a mile on each side and to control subsequent man-made development within certain criteria as established by the act.

This project is interposed geographically between Oregon's major population area west of the Cascade Mountains and a region of outstanding scientific value in the field of paleontology. The John Day Fossil Beds National Monument is tentatively outlined in a proposal by the National

See Bridge Data on page 9.

Parks Service. As such, the upgrading of this one substandard portion of the highway would in time promote the public use and enjoyment of this natural wonder.

The river follows a meandering course through the rugged terrain and spills over into the occasional lowlands during periods of heavy flow. The runoff is totally uncontrolled, a fact which limits the use of flood plain lands mainly to hay and pasture operations. In the Clarno vicinity irrigation water for alfalfa production is pumped directly from the river. There is much evidence of bank erosion along the field borders but very little effective control in progress.

Water-based recreation in the lower canyon includes some sport fishing for both migratory and resident species, a growing activity in float trips by boats and rubber rafts, and a limited local use of a swimming beach upstream from the Clarno Bridge.

The present stage of planned development for improving the highway section from Clarno to Porcupine Butte is in the form of a located line which follows generally the existing road. It eliminates or reduces to an acceptable degree the undesirable features now in effect. This can be done without imposing undue hardship on individuals in the community or presenting difficult engineering requirements. The location is the result of discussions with local persons, meetings and correspondence with representative and responsible public officials and by holding a public hearing. At the hearing, testimony was presented by parties interested or concerned as affected property owners or as potential users of the facility.

The proposal has received formal approval of the Mid-Columbia Economic Development District and the East Central Oregon Association of Counties and the Department of Housing and Urban Development.

The design of the new roadway indicates two 12-foot travel lanes and 4-foot shoulders.

A bicycle trail is not proposed for this project, since this is considered to meet subsection 2(c) of Section 2, Chapter 376, Oregon Laws of 1971, which states that "sparsity of population ... or other factors indicate an absence of any need for such paths or trails".

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The project details of this proposal will produce a variety of effects not only in the immediate vicinity of the construction work but also in the adjoining community and the regions beyond. At the westerly end some developed agricultural land will be required to permit realignment of the approach to the proposed bridge. In recognition of the flash-flood potential of the John Day River, the road grade to the proposed new structure will be constructed to an elevation approximately the same as the grade of the present roadway.

This applies to the part of the route from where it begins in the flood plain just west of the bridge up to the point where the approach ramp rises to meet the new structure. Accordingly, no additional restraint will be placed on the present flow pattern of the river across the flood plain. The east bridge approach will fall on a hill slope where the main consideration aside from the bridge location will be a proper connection to the farmlands and improvements immediately downstream. The ascent to the summit ridge will fall mainly on unimproved land adjacent to the existing right-of-way. A summit cut of about 140 feet will be required in order to achieve the desired degrees of curvature and grade. Downgrade to the east the new location will curve gradually to the right leaving the existing roadway as access to local road connections.

The easterly connection to the existing highway will be near Clarno State Park and the entrance to Camp Hancock, a camping center for rock and fossil hunters.

The greatest part of the location will fall on undeveloped rangeland on which the vegetative cover other than some hardy range grass species is sparse or virtually nonexistent.

Since the normal climate of the region does not promote the rapid reestablishment of vegetation it will be necessary to develop erosion control on cut or fill slopes by the use of a protective rock covering.

The John Day River is a migration route used by species of trout and salmon. To protect the upstream movement by adult fish and the resultant downstream flow of immature forms, it will be necessary to provide safeguards against siltation. The procedures for carrying out this type of environmental protection are covered in the standard specifications for bridge and roadway construction.

The requirements for an appropriate bridge design include consideration not only for structural and engineering concerns but also for the esthetic values. As a result the proposed structure will feature a tied arch as the main span supported by piers at the water's edge, and a series of short spans to the higher banks on each side. The material used in the steel superstructure includes a unique self-coloring property which will render the surface in a rich brown color. This will complement the natural colors found in the landscape each season of the year.

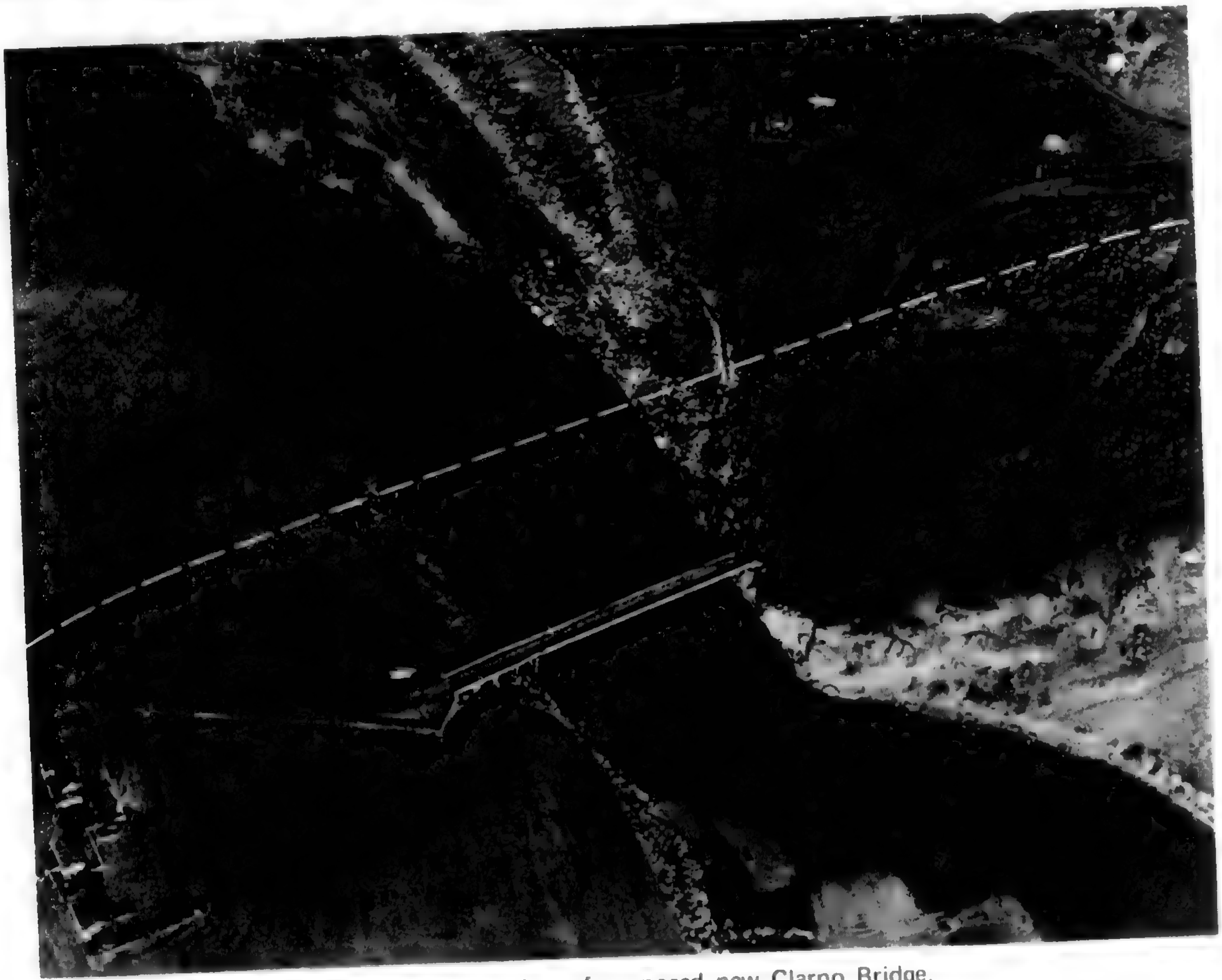
The short spans on both ends of the proposed main span will provide a greater net area of flow than through the existing location thus reducing the amount of restriction during high-water conditions.

Testimony presented at the recent public hearing covered various concerns relating to hydraulic flow damage to the cropland and riverbanks.

It is probable that this concern was directed more specifically to the location on corridor 2 which crossed the flood plain a considerable distance above the present river crossing.

The proposed location and design of the crossing structure will not produce any significant change in the direction or velocity of the main current of the river and will not affect the natural beach formation upstream of the existing structure.

Several design modes were evaluated by the Highway Bridge Section. As noted, the basic plan for the structure provides for a single span with supporting elements on each bank. All work relating to the bridge including that below the surface of the river will be done according to specifications designed to prevent undue damage to the stream. The overall design will be submitted to the State Engineer for evaluation as to its effect on the hydraulic nature of the stream at both normal flow and during peak flood conditions. The project has received approval of the Army Corps of Engineers. It must be kept in mind that the esthetic nature of the structure will not be overlooked as it will be the focal center and principal element of this project as viewed from the river.



Approximate location of proposed new Clarno Bridge.

Present plans call for the development of a public boat ramp in the vicinity of the existing bridge. This is a much-needed recreational feature that will add measurably to the enjoyment of the scenic aspect of the area by boaters.

The wild game and other animal life common to the desert and rangelands of North Central Oregon are evident in the Clarno area where proper combinations of food, water and cover exist. Some mule deer are present but not abundant. Native valley quail and the exotic chukar partridge are found in scattered flocks throughout the region not far from water sources.

The proposed construction project will not impose any greater effect on the game than now exists, except for possible damage during May and June to ground nesting birds. The potential for road kill due to higher speed traffic will be offset by development of greater sight distance for the driver, therefore the hazard to game will be no greater than normal.

Geologically speaking, the region is well known for its fossil-bearing formations, particularly the area immediately east of the project. It is assumed by experienced persons that any extensive excavation work in the Clarno-John Day vicinity could uncover fossil remains. If such is the case, contractors are advised to cease operations until an evaluation is made by qualified paleontologists. The area has been extensively explored by both amateur and professional groups.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Approximately 50 acres of land is required for the project including the removal of approximately 1-1/2 acres of cropland. This may be considered an adverse effect. The summit cut will be a prominent visual element.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

In response to the request for comment on choice or corridors, the Wasco County Court, as a part of Planning District 9 favored the present location. A similar response was received from District 12. Any other location would add to their maintenance burden in keeping the present road in service for the adjacent properties.

Prior to the public hearing preliminary reconnaissance revealed the presence of two corridors that appeared to be feasible through the area. They were widely divergent in nature and location, but both would include the construction of a new river crossing structure.

One corridor was located roughly parallel to and near the existing route which winds up and over a ridge of hills. The other corridor followed generally along and across the John Day River to a point around the end of the ridge. The ridge route is approximately a quarter of a mile shorter but has some 4500 or more feet of 6½% grade, while the river route has only 250 feet of 6% grade.

The construction of a bridge and adjoining roadway on the lower route, all of which lies within the above-described scenic waterways limit, raises to some degree the question of harmony or compatibility with the present surroundings. Construction of this lower route would also result in building fill slopes in two places on sharp bends in the stream. The fill materials would not extend to the waterline in the normal stages of the river. During periods of extreme high water, usually generated by flash flood conditions, the lower portion of the fills would be inundated. To prevent erosion and failure of the fills supporting the roadway, it is required that the lower slopes should be protected by heavy riprap from local rock material. Similar construction is common in streams where erosion would damage farmlands or around structures in the waterway. The approach fills to the proposed bridge would fall within the area of occasional high water and would require extensive protection because of the possible restriction of flow during flood conditions.

During the disastrous flood of 1964, many bridges were isolated and some destroyed by having the fills and abutments washed away. Because of this possibility, and further because the lower route does encroach on more agricultural lands and is partially visible from within the scenic waterway easement, this lower route is considered the less desirable of the two corridors.

The upper route leaves the present road and rejoins at the same points, as does the lower route, but would follow a greatly different course. After crossing the river on a new structure at Clarno, slightly downstream from the present bridge, the road would climb steeply on a tangent to the summit ridge. From this point it would descend with less gradient following two gradual curves to the point where it would rejoin the existing pavement near the Clarno State Park. As previously mentioned, this route would be approximately one-quarter of a mile less in length, is estimated to be about $35,000 less in cost, would have slightly less curvature and about three-fourths of a mile of 6½% percent grade.

A cost estimate prepared following the field reconnaissance includes $590,000 for grading and paving, $310,000 for structures, $10,000 for right-of-way, totaling $910,000 for the high-level route. The same type of estimate for the lower route shows $580,000 grading and paving, $350,000 structures, $15,000 right-of-way, for a total of $945,000.

In the acquisition of right-of-way on either of the two corridors in question there are no residences or business properties that will be removed.

On the high route, the proposed crossing of the John Day River is adjacent to the existing bridge at Clarno. It is in an area that is subject to occasional shallow submergence during high-water conditions. Any required fill or bridge approach across this area will approximate the elevation of the existing roadway, therefore, it should not seriously affect the direction or velocity of such floodwater.

A concensus regarding the two possible routes indicates in favor of the ridge route over the lower flatter location across the flood plain.

The present condition of this section of highway, and the repeated requests of responsible local government officials and private individuals for this improvement, bears witness to the alternative option of doing nothing.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

With the choice of routes necessary to support the economy and development potential of the Shaniko-Fossil area limited to one, the relationship between short-term use and long-term productivity is self-explanatory; they are inseparable. Any local improvement to the benefit of transportation will accrue to the route as a whole.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Within the scope of this project the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that go into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Liaison activity carried on by field personnel during the period of planning and negotiation for all aspects of this proposal have not revealed any controversial issues with local administrative bodies. Response from the agencies of government were generally routine concerns for items embodied in the Standard Specifications for Highway Construction, viz., (a) slope protection, (b) stream flow, (c) fish passage, and (d) esthetics. These concerns as they apply are covered in the body of this report. The need for the highway improvement was supported by a large majority of those attending the public hearing.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effects of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is one method. Where relocation of homes or business enterprises becomes a part of the right-of-way, various additives in payment for loss of trade, moving costs and other effects (hardship cases) are also included. Esthetic considerations include blending the facilities into the adjacent terrain, appropriate design of the structure and proposed boating facility.

Wherever possible, improvement to local drainage and protection of natural resources are part of the overall consideration.

Most of the work proposed is considerably removed from any concentration of ground nesting game birds. If such does develop during their reproductive period it is recommended that this be brought to the attention of the resident biologist of the State Game Commission for evaluation.

Considering the nature and condition of the present structure and the adjoining unpaved crooked road, the problems of maintenance will be greatly reduced by the proposed project.

All existing connections to properties along the section will be accommodated with the new road when completed. During construction, traffic will continue to use the existing road and bridge.

Generally speaking, the proposed improvement will not be reflected in any sudden increase in ordinary vehicular traffic or have any particular immediate economic impact on the local community. It is probable that increased use by farm-to-market vehicles will develop and possibly some recreational growth may occur. It is very likely that the removal of the restrictive load limit by providing a new bridge will make the route attractive to large grain-hauling vehicles and other commercial trucks. One commercial operator handling the production of the Condon Grain Growers Cooperative ships barley to the Deschutes area and to California on another route that is 89 miles longer because of the present load limit on the Clarno Bridge.

SJC:bb
12-2-71

On the high route, the proposed crossing of the John Day River is adjacent to the existing bridge at Clarno. It is in an area that is subject to occasional shallow submergence during high-water conditions. Any required fill or bridge approach across this area will approximate the elevation of the existing roadway, therefore, it should not seriously affect the direction or velocity of such floodwater.

A concensus regarding the two possible routes indicates in favor of the ridge route over the lower flatter location across the flood plain.

The present condition of this section of highway, and the repeated requests of responsible local government officials and private individuals for this improvement, bears witness to the alternative option of doing nothing.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

With the choice of routes necessary to support the economy and development potential of the Shaniko-Fossil area limited to one, the relationship between short-term use and long-term productivity is self-explanatory; they are inseparable. Any local improvement to the benefit of transportation will accrue to the route as a whole.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Within the scope of this project the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that go into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Liaison activity carried on by field personnel during the period of planning and negotiation for all aspects of this proposal have not revealed any controversial issues with local administrative bodies. Response from the agencies of government were generally routine concerns for items embodied in the Standard Specifications for Highway Construction, viz., (a) slope protection, (b) stream flow, (c) fish passage, and (d) esthetics. These concerns as they apply are covered in the body of this report. The need for the highway improvement was supported by a large majority of those attending the public hearing.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effects of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is one method. Where relocation of homes or business enterprises becomes a part of the right-of-way, various additives in payment for loss of trade, moving costs and other effects (hardship cases) are also included. Esthetic considerations include blending the facilities into the adjacent terrain, appropriate design of the structure and proposed boating facility.

Wherever possible, improvement to local drainage and protection of natural resources are part of the overall consideration.

Most of the work proposed is considerably removed from any concentration of ground nesting game birds. If such does develop during their reproductive period it is recommended that this be brought to the attention of the resident biologist of the State Game Commission for evaluation.

Considering the nature and condition of the present structure and the adjoining unpaved crooked road, the problems of maintenance will be greatly reduced by the proposed project.

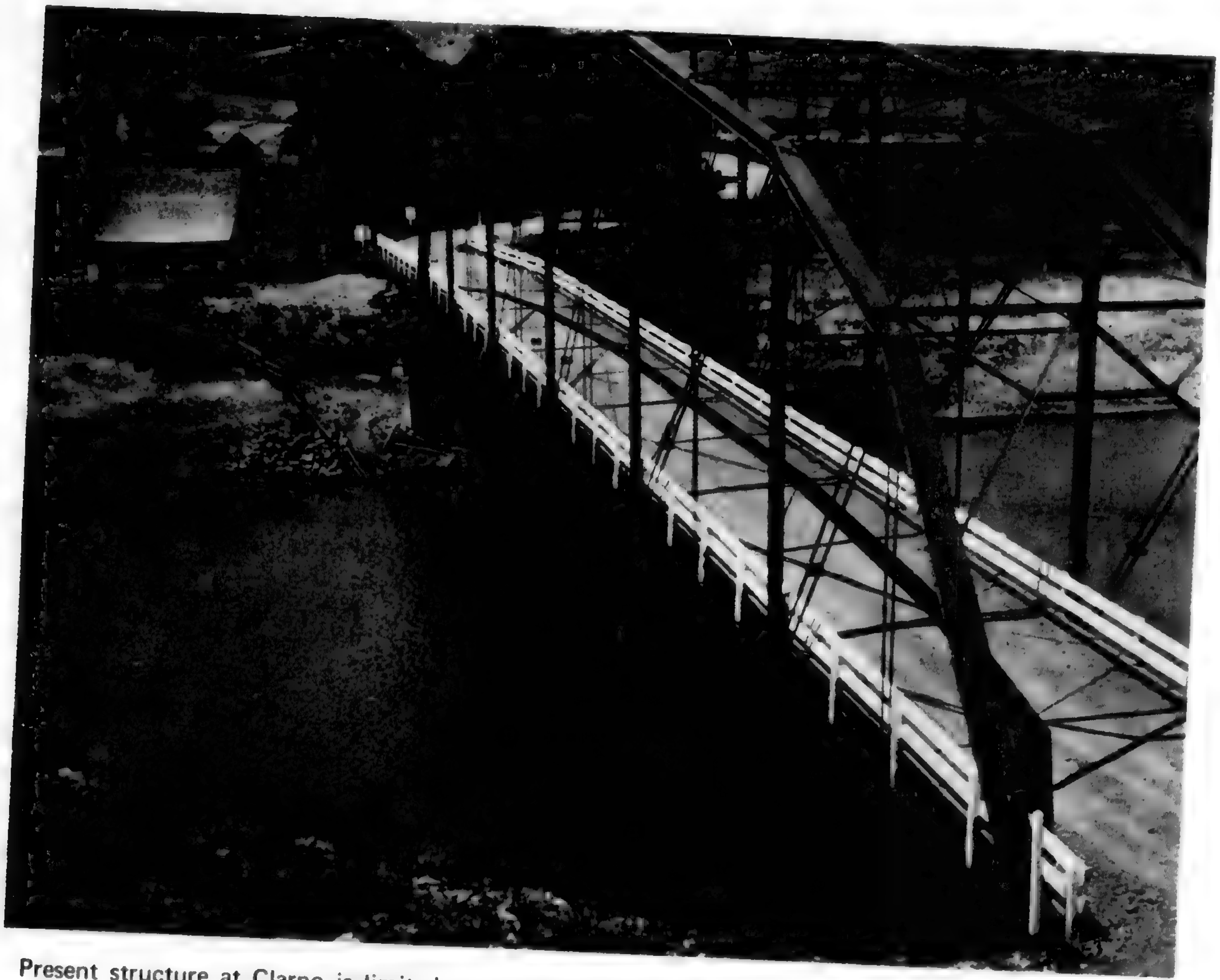
All existing connections to properties along the section will be accommodated with the new road when completed. During construction, traffic will continue to use the existing road and bridge.

Generally speaking, the proposed improvement will not be reflected in any sudden increase in ordinary vehicular traffic or have any particular immediate economic impact on the local community. It is probable that increased use by farm-to-market vehicles will develop and possibly some recreational growth may occur. It is very likely that the removal of the restrictive load limit by providing a new bridge will make the route attractive to large grain-hauling vehicles and other commercial trucks. One commercial operator handling the production of the Condon Grain Growers Cooperative ships barley to the Deschutes area and to California on another route that is 89 miles longer because of the present load limit on the Clarno Bridge.

SJC·bb
12-[illegible]-71

**CLARNO BRIDGE DATA*

Built in 1909 by Wasco and Wheeler Counties
Taken over by State about 1930
Deck & other wood members replaced frequently
Has 30 ton load limit
Has 15 MPH speed limit
Has one-way traffic for trucks and busses
Horizontal clearance 15' 1"
Vertical clearance (5' from c/l) 14' 6"
Vertical clearance at curb - 11' 11"
Pin-connected truss
(4 structural members have load rating under H 12)
January 1971 inspection report recommends new structure



Present structure at Clarno is limited as to vertical and horizontal clearance, load and vehicle speed.

7

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

REGION X
REGIONAL OFFICE
SEATTLE, WASHINGTON

AREA OFFICES
Portland, Oregon
Seattle, Washington

July 7, 1971

IN REPLY REFER TO:

10.2SQ (Safranski
226-3361, Ext. 2751)

L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Draft Environmental Impact Statement for
Clarno-Porcupine Butte, Shaniko-Fossil Highway
Wheeler County

We have read with interest the above subject environmental statement and are impressed with the thoroughness of your assessment.

Your concern for flood plains, agricultural land, erosion and wildlife as well as maintenance, driveability and economic concerns is exemplary.

William Kramer with the Federal Aid Coordination Unit in the Executive Department in Salem and Judge Paul W. Jones of the District 12 Council of Governments should appreciate receiving your considered report.

Sincerely,

Cliff

Clifford T. Safranski
Special Assistant for
Planning Requirements

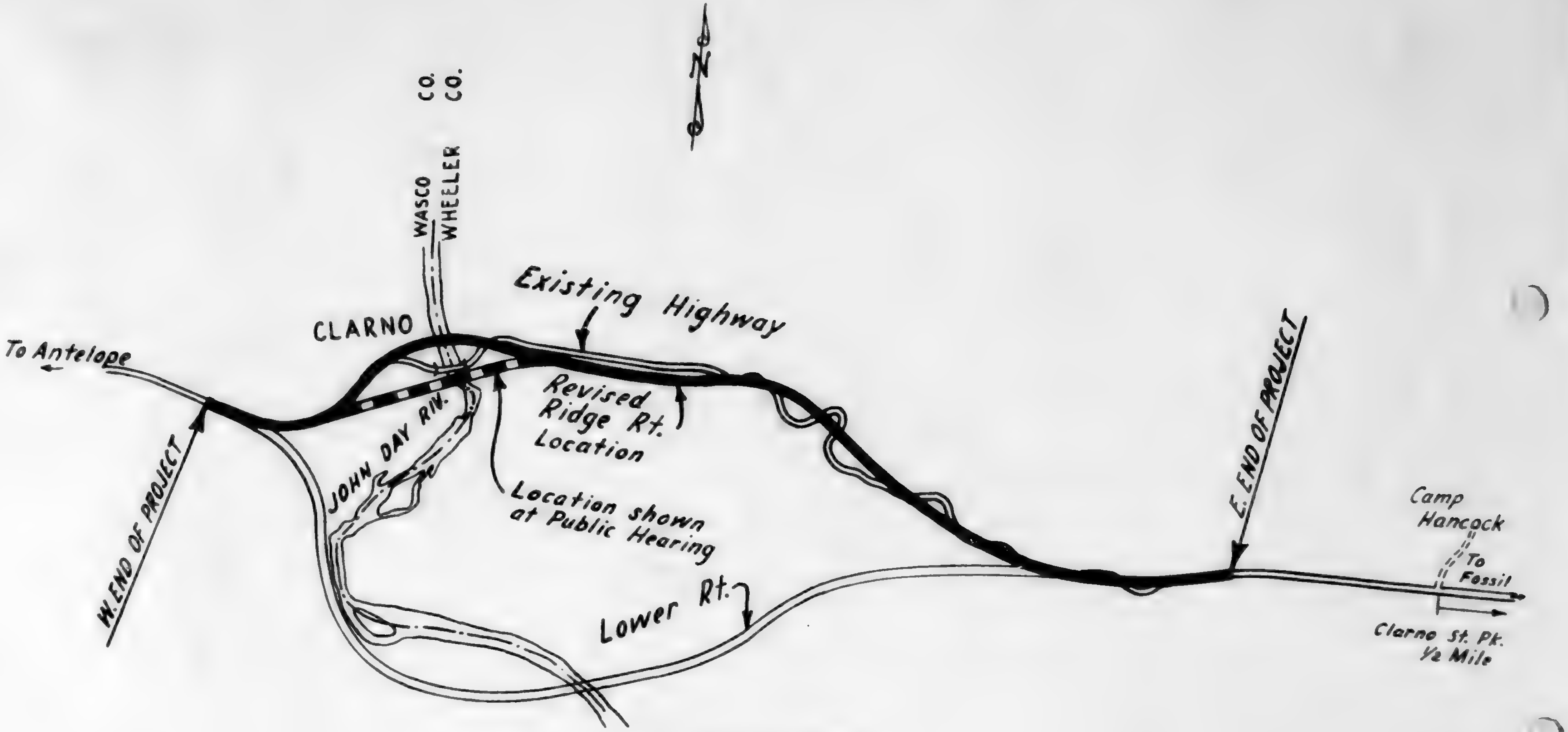
NOTED
W. H. TEBEAU

NOTED
R. D. ASBURRY

cc [illegible]
7-8-71

RECEIVED
JUL [illegible] 1971
PROGRAM & PLANNING
DIVISION

[illegible]



OREGON STATE HIGHWAY DIVISION

Sketch Map

CLARNO SECTION

SHANIKO - FOSSIL HIGHWAY

WASCO AND WHEELER COUNTIES

OREGON ENVIRONMENTAL COUNCIL
1238 N.W. GLISAN, PORTLAND, OREGON 97209 / PHONE: 503/222-5369
NEW ADDRESS
OREGON ENVIRONMENTAL COUNCIL
4315 S. W. CORBETT AVENUE
PORTLAND, OREGON 97201

July 14, 1971

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC.
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

Mr. Roderick L. Porter
State Engineer
Oregon State Highway Department
516 Public Bldg.
Salem, Oregon

Dear Mr. Porter,

The OEC has been interested in the controversy concerning the construction of a bridge over the John Day River on highway 218, near Clarno. We are pleased with the bridge plan advocated by the Highway Department in the draft Environmental Impact Statement, and we are interested in the specific design of the bridge. It is our understanding that a bridge design hearing will be held near Clarno in August. We would appreciate it very much if you would let us know the time and date of this hearing. Thank you.

Sincerely,

Liza Fussner

Liza Fussner

NOTED
S. J. COUPER

RECEIVED
JUL 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
FOR FILING

EXECUTIVE DEPARTMENT

~~5 CAPITOL~~ • • • • • • • • SALEM, OREGON 97310

~~TOM McCALL~~
GOVERNOR
Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

July 13, 1971

Klaboe

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Clarno Section-Shaniko-Fossil Highway
PNRS #71.0281

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission cautioned as follows:

> "Several species of andromous fish utilize this section of river, thus passage must be maintained. If crossing is constructed to be compatible with the Scenic River Act we anticipate no fishery conflict."

D. G. KLABOE

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

[illegible] 7-16-71

RECEIVED
JUL 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
S. J. COUPER

9.

OREGON ENVIRONMENTAL COUNCIL
1238 N.W. GLISAN, PORTLAND, OREGON 97209 / PHONE: 503/222-5369

July 14, 1971

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

Oregon State Highway Division
Program and Planning Section
Highway Building
Salem, Oregon 97310

Re: Draft Environmental Impact Statement
Clarno-Porcupine Butte

Gentlemen:

Having had an opportunity to read over the Draft Environmental Impact Statement on the Highway 218 - John Day River bridge construction project near Clarno, we would like to bring your attention our reactions to this report.

We would like to commend the Highway Department for their careful consideration of this project and we agree with their proposal for a route which follows most nearly the old road and calls for a new bridge slightly downstream. This seems to be most compatible with the intent of the Scenic Waterways Act.

While we appreciate the care which has evidently gone into the Impact Statement, we feel some critical comments would be helpful for future Statements. There are a few points on which we feel this report is inadequate:

1. There is no attempt to elaborate on the "undesirable features" of the existing structure. The only specific drawback mentioned is the load limit which forces one commercial grain operator to add an extra eighty-nine miles to his route. We feel the report could be improved by a discussion of the problems which have led to the need for a new bridge, i.e., what would be the effect if the project were not implemented? Similarly, the discussion of the short-term versus long-term aspects are insufficient. The report states that, "Any local improvement to the benefit of transportation will accrue to the route as a whole." (Page 8) This is of general applicability and does not relate specifically to this project.

NOTED
S. J. COUPER

RECEIVED
JUL 16 1971
PROGRAM & PLANNING

RECEIVED
AUG 4 - 1971

FOR FILI

OSU

Phone 276-~~7111~~ ~~Ext. 61~~ 3511 Ext. 422

COOPERATIVE EXTENSION SERVICE
OREGON STATE UNIVERSITY
~~Room 121, COURTHOUSE~~ Research & Extension Center
P. O. Box ~~1107~~ 370
PENDLETON, OREGON 97801

August 2, 1971

Edwards
[illegible]

R. L. Porter
State Highway Engineer
Transportation Dept.
129 Highway Bldg.
Salem, Oregon 97310

Dear Mr. Porter:

RE: CLARNO-PORCUPINE BUTTE SEC., SHANIKO-FOSSILE HWY., WASCO & WHEELER CO.'s

I have reviewed your Draft Environmental Statement with Judge Chris Lassen of Umatilla Co., with Judge Clarence Asher, of Wheeler Co., and Judge Paul Jones of Morrow Co. which constitutes a majority of the East Central Oregon Association of Counties. They all concurred that this is a vitally needed project for the area. The successful completion of this project will have a very definite positive economic effect on not only the immediate residents but Wheeler Co. as a whole.

You may use this letter as evidence of your compliance with the National Environmental Quality Act of 1969.

Incidentally, I have been named secretary for the new organization of county governments for District #12 which tentatively is to be called East Central Oregon Association of Counties. Please change your records.

Sincerely,

Allen Banta
Allen "Buzz"Banta
Secretary

NOTED
S. J. COUPER

AB: bf

cc: Judge Paul W. Jones
Judge Clarence Asher

8-4-71

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cy - Young - George
By Asst. [illegible] Hw[illegible]

NOTED
TOM EDWARDS

Agriculture, Home Economics, and 4-H Club Work
Oregon State University, U. S. Department of Agriculture, and Umatilla County, Cooperating

2. The report does not discuss the full range of alternative projects, such as keeping the bridge in the same location, reinforcing it, or alternative plans for road reconstruction.

3. While the report mentions the flood danger of the lower, "Corridor II" route, there is no discussion of the possible flood plain damage of the ridge route and new downstream bridge construction. Since this is a major environmental problem, it deserves more attention.

4. There is no mention of the opposition presented by some of the parties involved, nor does the report include the letters and memos which have been written regarding this project, such as those from Dr. James Perkins, the Sierra Club or the Oregon Museum of Science and Industry.

5. The report should not attempt to rationalize the project with statements such as, "The potential for road kill due to higher speed traffic will be offset by development of greater sight distance for the driver." (Page 5). This is supposed to be an assessment of possible impact on the environment, not an environmental justification.

6. Since this land falls within the Scenic Waterways corridor, (as mentioned on page two of the report), there ought to be more direct consideration of the intent of this Act and the effect of this project in relation to it.

We realize that some of these criticisms are based on the Environmental Impact Statement guidelines which were made available only last week, and with which you would not have been familiar. We hope our comments will help your office in writing future statements.

Sincerely,

Larry Williams
Executive Director

LW:jai
cc: Environmental Protection Agency

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
P. O. BOX 280 · THE DALLES, OREGON 97058
TELEPHONE 503 – 296-2266

June 22, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The staff of the Mid-Columbia Economic Development District has reviewed the Project: Clarno Section, Shaniko-Fossil Highway, Wasco-Wheeler County.

It was a matter of discussion with our Board of Directors prior to the public hearing in December. The Board of Mid-Columbia Economic Development District concurs with the project and urges that it proceed.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:blm

cc: June 23, 1971
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
I. D. Merchant
R. S. Hawkins
J. F. Putnam
R. C. Pool
H. S. Coulter

NOTED
S. J. COUPER

BEN GIFFORD

Ellison

RECEIVED
JUN 23 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. N. CHASE

5.

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

July 22, 1971

7-22-71

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

REFERRED TO
Young
By Asst. State Hwy Engr.

Re: Clarno-Porcupine Butte
Shaniko-Fossil Highway
PNRS #71.0307

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies and published notice in our weekly report which is distributed to all State agencies and Councils of Government.

The responses quoted below suggest points to be considered and included in your statement.

The State Game Commission commented:

> "Adequate upstream passage for anadromous fish should be maintained while construction is in progress."

The Soil and Water Conservation Commission is quoted:

> "Suggest that close consideration be given to erosion control measures. Rip-rap of exposed fills that are in floodway is noted. We also assume highway will follow usual practice to seed fills & cut areas to establish erosion controlling cover."

NOTED
R. D. ASBURRY

The State Department of Agriculture offered the following:

RECEIVED
JUL 27 1971
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

Tebeau

NOTED
W. H. TEBEAU

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 23, 1971

Mr. L. H. Young
Program and Planning Engineer
State Highway Division
BUILDING

Dear Mr. Young:

I have carefully reviewed the proposed rerouting of Highway 218 within the John Day Scenic Waterway and the proposed new river crossing at Clarno.

The plans, as described to me, are compatible with the Scenic Waterways Act (O.R.S. 390.805 to 390.925). Impact on the natural scenic beauty of the area will be minimal. Construction of a public boat launching facility on the site of the old bridge, made possible by this new route, would enhance the recreational value of the site.

Sincerely,

Robert K. Potter

Robert K. Potter
Coordinator
Scenic Waterways System

RKP:bt

NOTED
S. J. COUPER

12.

ENVIRONMENTAL PROTECTION AGENCY
WATER QUALITY OFFICE REGION X

1200-Sixth Avenue
Seattle, Washington 98101

July 21, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Environmental Impact Statement for the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway and we have also inspected the site.

We believe that the existing and projected low traffic use of this highway plus the inclusion of the John Day River in the Scenic Waterways Act of 1970, indicates that environmental factors should be the overriding concern in determing whether any "improvement" should be made and, if changes are required, how they should be designed.

It is apparent that if the present highway were not improved at all, it would not result in any large inconvenience or loss of safety. Increasing the capacity of the bridge would certainly benefit the several large grain haulers but would not necessarily benefit the non-commercial users, the adjacent property owners, or the people who will utilize the John Day scenic area.

We do not believe that it is always in the best interest of people or the environment to design highways to a predetermined standard. It appears that this highway could be upgraded by eliminating a few curves and by paving. It also appears engineeringly feasible to rebuild the existing bridge to handle anticipated traffic.

NOTED
R. D. ASBURRY

Tebeau

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

NOTED
W. H. TEBEAU

> "Our suggestions...will be confined...to land use... Two points we wish to emphasize are the road bed crossing agricultural land and highway cuts and fills on Porcupine Butte.
>
> "One, keeping highway grade compatible with surrounding farmland to provide an access for high water runoff and prevent water impounding behind the up stream side of the highway grade.
>
> "Two, protect cuts and fills on Porcupine Butte against erosion through the use of rock surface or by establishing vegetative cover."

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853).

Cordially,

Kessler R. Cannon
Assistant to Governor
Natural Resources

RECEIVED
JUL 26 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

6.

March 3 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WESTERN SERVICE CENTER
450 GOLDEN GATE AVENUE, BOX 36025
SAN FRANCISCO, CALIFORNIA 94102

IN REPLY REFER TO:
L58(WSC)PDA

June 11, 1971

Mr. Stuart Cooper
Environmental Coordinator
Oregon State Highway
  Division
Highway Building, Room 205
Salem, Oregon 97310

Dear Mr. Cooper:

Mr. Dan Burroughs, Chief, Portland Field Office, National Park Service, today requested that we provide you with the tentative boundary for the Clarno unit of the John Day Fossil Beds National Monument proposal.

His office has provided us earlier with a copy of your proposed road alignment (including the ruled-out corridor 2 option) so we have some idea what is involved.

Our objective in reaching the river somewhere in this vicinity is to provide the public with clearly defined, legal access and use. Actually, we anticipate that public entry to the river level will be from the existing north-south road in the southwest quarter of Section 34 and either following the field road next to Pine Creek or along the north edge of the cultivated field.

The enclosed overlay to the 15-minute Clarno Quadrangle indicates our proposed boundary and interest in various lands.

Sincerely yours,

Glenn O. Hendrix
Glenn O. Hendrix
Director, Western Service Center

Enclosure

Stu

We believe that if this project were approached as an environmental challenge rather than a highway design problem, the roadway could be upgraded without environmental or aesthetic loss. The Clarno Bridge has a certain character which should not be lost to a questionable concept of progress.

We urge the Highway Department to accept the challenge of upgrading the Clarno Section in such a manner that the basic character of the existing bridge and roadway is retained.

We appreciate the opportunity to comment and ask that you keep us informed of your decision in this matter.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Director
State and Federal Assistance
Programs

RECEIVED
JUL 27 1971
PROGRAM & PLANNING
DIVISION

1859

STATE ENGINEER

WATER RESOURCES DEPARTMENT

1178 CHEMEKETA STREET N.E. • SALEM, OREGON • 97310 • Phone 378-3739

TOM McCALL
GOVERNOR

CHRIS L. WHEELER
State Engineer

July 9, 1971

File No.

Robert M. Potter, Coordinator
Scenic Waterways System
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Potter:

I am enclosing a copy of our memo reply to the Federal Program Coordination Unit in reference to the Environmental Impact Statement regarding highway construction across the John Day River near Clarno. After the designs for the bridge have been completed we would appreciate the opportunity to discuss with you what effect the proposed structure may have on the river channel.

Very truly yours,

James W. Carver

James W. Carver, Jr.
Deputy State Engineer

JWC:slv

Enclosure

RECEIVED
JUL 1 - 1971
PROGRAM & PLANNING
DIVISION

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

30 July 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Portland District Engineer, Corps of Engineers, has forwarded to me for reply your letter dated 23 June 1971 concerning the environmental impact of the Shaniko-Fossil Highway project at Clarno.

Your draft environmental statement has been reviewed. We note that you have considered the flood damage potential in the discussion of alternative routes. It is assumed that the new bridge structure will be designed so as to be free from damage due to high flood flows.

A basinwide water resources investigation is currently underway for the John Day River. Conflicts between the Clarno road improvement project and current water resource management objectives for the basin are not foreseen at this time. The road paving and new bridge would be a definite improvement. In the long-range view, it is noted, however, that the physical possibility exists where a dam and reservoir, which would affect the highway crossing, could someday be constructed on the Lower John Day River, should future generations so desire. Should such a future event occur, road alterations may again be required at that time.

NOTED
R. D. ASBURRY

The opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

H L Drake
H. L. DRAKE
Chief, Engineering Division

RECEIVED
AUG 4 1971
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

Tebeau
NOTED
W. H. TEBEAU

Noted
Je Porter
Stu

RECEIVED
AUG
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO 8-4-71
Young

STATE OF OREGON **INTEROFFICE MEMO**

O: Federal Program Coordination Unit
301 Public Service Bldg.
Salem, Oregon 97310

DATE: June 30, 1971

ROM: See Signature Below

Project Title: Highway Division
Clarno-Porcupine Butte, Shaniko-Fossil Highway

PNRS # 71.0307

UBJECT: ENVIRONMENTAL REVIEW

Return Date: July 20, 1971

We have reviewed this ~~project and/or~~ Environmental Impact Statement and have the following comment:

( ) This Project does not have significant Environmental Impact.

( ) The Environmental Impact is adequately described.

( ) We suggest that the following points be considered in the preparation of an Environmental Impact Statement regarding this Project.

(✓) No Comment

Explanation and Comments

Agency State Engineer
Engineer
By James W. Carver Jr

RECEIVED
DEC 2 - 1971
FOR FILING

7849

Salem, Oregon
December 1, 1971

Final Environmental Statement
Clarno-Porcupine Butte Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

W. H. Tebeau
Assistant Program &
Planning Engineer

BUILDING

This environmental statement does not accentuate the fact that the farming community of Wheeler County is being either foreclosed or penalized in their access to one of their major markets in Madras because the old bridge is severely load-limited.

Will you please make the necessary revisions.

Tom Edwards
Deputy State Highway Engineer

TE:Ms
cc F. B. Klaboe
L. H. Young

RECEIVED
DEC 1 - 1971

7849

Salem, Oregon
November 30, 1971

Final Environmental Statement
Clarno-Porcupine Butte Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

Mr. Tom Edwards
Deputy State Highway Engineer

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject environmental statement has been reviewed by the Environmental Study Committee.

The committee has appraised the social, economic and ecological considerations included and has found that the attached study adequately covers these phases of the project. If you agree as to the adequacy of these statements, we shall distribute them through normal channels.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Assistant Program & Planning Engineer

Attach.

cc: V. D. Wolfe
F. L. Hall
W. H. Tebeau
D. L. Gifford

GP:js

10-18-71

7844

TRANSCRIPT OF JACKSON'S COMMENTS AT FEBRUARY 16, 1971, COMMISSION MEETING CONCERNING DELEGATION REGARDING CLARNO-PORCUPINE BUTTE SECTION

JACKSON: Wait a minute Ernie. You served on the Parks Advisory Committee for a good many years and I think you are pretty conscious of the attitude of the Commission in terms of trying to preserve environment. Again, back to this case here. We're dealing with a two-part problem. One of them is the effect of a bridge or any other construction as outlined in the Scenic Rivers Bill. Now what we propose to do, I wouldn't say that - what we are considering at the moment as a result of these hearings is to put a bridge across the river without any change in the environment at all and take the old bridge out. Now we don't propose to begin any flood control, any enbankments, any abutments or anything else, you are still going to have high water. What we're really talking about is the location of this highway on either side of the bridge. Now if you will just visualize for a moment that we're going to set that bridge within a matter of a few hundred feet up the river. We're not going to change the river bank, we're just going to put new trusses across and a bridge that has the capacity to serve the needs of the community. What we're really talking about then is a two-part deal. Does this bridge in your opinion, would it violate the concept of the Scenic River Bill?

x x x x

JACKSON: Well, we're really not talking about the construction on either side of the river. We're talking about the river itself. Now I have a picture here that I want you to look at. I hate to put you on the spot here Ernie, but you've lived with this thing. Here's the old bridge. Now here's what the proposal would be - to come across here, setting it on the other bank just the same as this one. Taking this out so that you got a -

x x x x

JACKSON: Well what we would like to do is to keep away from touching the river or its enbankment other than putting in the foundations for the trusses. Now that's really all we're talking about in this case because the fact that we are going to cut off about an acre and half to two acres of irrigated land and we'll have to provide for the restoration of the irrigation system. That's the approaches - that has nothing to do with the river. Here's what we're talking about. Here's the key to this thing.

x x x x

NOTED
TOM EDWARDS

(Jackson's Comments Cont.)

JACKSON: That's the decision that the Commission has to make as to whether or not the placement of this bridge and its construction will in any way violate the concept of the Scenic River Bill. All of this other stuff, that's Right of Way, that's a common problem.

x x x x

JACKSON: We don't intend to try to control the river. We're not going to get involved in another (word inaudible) problem.

x x x x

JACKSON: Nothing will happen in terms of the river because we do not intend to try to control the river in any way. It's simply to place a bridge upstream a few, well it's not even a few hundred feet, using the same type of approach that we had on the old bridge.

x x x x

JACKSON: Well wouldn't that be true under any form of administration that might be set up for the administration of this Scenic Rivers Bill.

x x x x

JACKSON: You're still back to people again.

x x x x

JACKSON: Well, I'm glad to hear you say that because I've been convinced now for ten years that they are in disrepute. Anybody else want to be heard on this subject?

x x x x

(Jackson's Comments Cont.)

JACKSON: This project of course has been programed and hearings have been held. Our problem is to find a way in which this project can be activated and still not be in violation of the Scenic Rivers Act. I can assure you that regardless of the final outcome of this thing that you are still going to have to put up with high water conditions when they occur because we do not intend under any circumstances to become involved in any change in the river flow or any attempt to control that flow during high water periods. I can't give you any answer at this time because we have not come to any agreement relative as to how this is to be done. We hope that we can come to a conclusion very shortly and that we can give you some relief in the problems that you outlined to us.

RECEIVED
OCT 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1971
FOR FILING

7849

Salem, Oregon
September 10, 1971

Clarno-Porcupine Butte
Shaniko-Fossil Highway
Wasco and Wheeler Counties

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject environmental statement has been reviewed by the Environmental Study Committee.

The Committee has appraised the social, economic and ecological considerations included and has found that the attached study adequately covers these phases of the project. If you agree as to the adequacy of these statements, we shall distribute them through normal channels.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Asst. Program & Planning Engineer

SJC:bb

Attach.
cc: Tom Edwards w/enc.
V. D. Wolfe w/enc.
F. L. Hall
W. H. Tebeau
B. L. Gifford

SEP 14 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7849

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 8, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Draft Environmental Impact Statement
Highway Project S-295(-), Clarno Section
Shaniko-Fossil Highway, Wheeler County, Oregon

We have received a reply from the Assistant Secretary for Environment and Urban Systems, Department of Transportation, which indicates that they have no specific comments to offer on the statement.

9-14-71

REFERRED TO
Young

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24
FOR FIL

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7-3477

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-295(-)
Clarno Section
Shaniko-Fossil Highway
Draft Environmental Impact Statement

The FHWA review of the draft environmental impact statement for the subject project transmitted with Mr. Young's June 23 letter has generated the following comments:

1. Summary Sheet, first page: There is no date of the public hearing indicated, nor does it show the type of hearing held, that is corridor or design hearing. These should be clearly indicated in the final environmental statement.

2. Summary Sheet, second page: No Federal agencies are listed as having been sent the draft environmental statement for review and comment.

Although we have a copy of your June 23 letter "To All Interested Federal Agencies" in our files this information should appear in the statement.

3. The map should be improved to show the relationship between the proposed project and the Clarno State Park and Camp Hancock. If these are not effected by the right of way taking, it should be so noted. The approximate total amount of additional right of way required should also be shown somewhere in the statement.

4. Perhaps the last section on Pages 9 and 10 could be expanded to discuss erosion potential and how it will be controlled. Also to discuss the timing of the construction activities to avoid disturbance to ground nesting birds in the months of May and June.

5. A discussion as to the compatibility of the proposed project and the John Day River Scenic Waterway is warranted in the final environmental statement.

FBK

Young - handle
8-20-71

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Specifically, the controls on manmade development as established by the Scenic Waterways Act of 1970 should be provided, and information included as to how this proposal is in conformance with these controls. This clarification would forestall similar questions at a later date.

RECEIVED
AUG 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1971

OREGON STATE
HIGHWAY DIVISION

7844

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 23, 1971

Mr. L. H. Young
Program and Planning Engineer
State Highway Division
BUILDING

Dear Mr. Young:

I have carefully reviewed the proposed rerouting of Highway 218 within the John Day Scenic Waterway and the proposed new river crossing at Clarno.

The plans, as described to me, are compatible with the Scenic Waterways Act (O.R.S. 390.805 to 390.925). Impact on the natural scenic beauty of the area will be minimal. Construction of a public boat launching facility on the site of the old bridge, made possible by this new route, would enhance the recreational value of the site.

Sincerely,

Robert K. Potter
Coordinator
Scenic Waterways System

RKP:bt

RECEIVED
AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Wasco - Wheeler Co's

(CH)

OSU

COOPERATIVE EXTENSION SERVICE

OREGON STATE UNIVERSITY
~~Room 121, COURTHOUSE~~ Research & Extension Center
P. O. Box ~~1107~~ 370
PENDLETON, OREGON 97801

Phone 276-~~7111 Ext. 61~~
3811 Ext. 422

August 2, 1971

R. L. Porter
State Highway Engineer
Transportation Dept.
129 Highway Bldg.
Salem, Oregon 97310

Dear Mr. Porter:

RE: CLARNO-PORCUPINE BUTTE SEC., SHANIKO-FOSSILE HWY., WASCO & WHEELER CO.'s

I have reviewed your Draft Environmental Statement with Judge Chris Lassen of Umatilla Co., with Judge Clarence Asher, of Wheeler Co., and Judge Paul Jones of Morrow Co. which constitutes a majority of the East Central Oregon Association of Counties. They all concurred that this is a vitally needed project for the area. The successful completion of this project will have a very definite positive economic effect on not only the immediate residents but Wheeler Co. as a whole.

You may use this letter as evidence of your compliance with the National Environmental Quality Act of 1969.

Incidentally, I have been named secretary for the new organization of county governments for District #12 which tentatively is to be called East Central Oregon Association of Counties. Please change your records.

Sincerely,

Allan Banta
Allen "Buzz"Banta
Secretary

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1971
☐ ENGR. ☑ COOR. ☑ SE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

AB: bf

cc: Judge Paul W. Jones
Judge Clarence Asher

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8-4-71

REFERRED TO
Cof - Young - George
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
AUG 5 - 1971

ON FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL
[illegible]

30 July 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Klaboe

Dear Mr. Porter:

The Portland District Engineer, Corps of Engineers, has forwarded to me for reply your letter dated 23 June 1971 concerning the environmental impact of the Shaniko-Fossil Highway project at Clarno.

Your draft environmental statement has been reviewed. We note that you have considered the flood damage potential in the discussion of alternative routes. It is assumed that the new bridge structure will be designed so as to be free from damage due to high flood flows.

A basinwide water resources investigation is currently underway for the John Day River. Conflicts between the Clarno road improvement project and current water resource management objectives for the basin are not foreseen at this time. The road paving and new bridge would be a definite improvement. In the long-range view, it is noted, however, that the physical possibility exists where a dam and reservoir, which would affect the highway crossing, could someday be constructed on the Lower John Day River, should future generations so desire. Should such a future event occur, road alterations may again be required at that time.

The opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

H L Drake
H. L. DRAKE
Chief, Engineering Division

NOTED
TOM EDWARDS

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO 8-4-71
Young
Asst. State Hwy Engr

NOTED
F. B. KLABOE

RECEIVED
JUL 27 1971
FOR FILING

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

7849

4

July 22, 1971

Edwars
Klabuna
7-27-71

REFERRED TO
Young
Dy. Asst. State Hwy. Engr.

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Clarno-Porcupine Butte
Shaniko-Fossil Highway
PNRS #71.0307

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies and published notice in our weekly report which is distributed to all State agencies and Councils of Government.

The responses quoted below suggest points to be considered and included in your statement.

The State Game Commission commented:

> "Adequate upstream passage for anadromous fish should be maintained while construction is in progress."

The Soil and Water Conservation Commission is quoted:

> "Suggest that close consideration be given to erosion control measures. Rip-rap of exposed fills that are in floodway is noted. We also assume highway will follow usual practice to seed fills & cut areas to establish erosion controlling cover."

The State Department of Agriculture offered the following:

NOTED
TOM EDWARDS

> "Our suggestions...will be confined...to land use... Two points we wish to emphasize are the road bed crossing agricultural land and highway cuts and fills on Porcupine Butte.
>
> "One, keeping highway grade compatible with surrounding farmland to provide an access for high water runoff and prevent water impounding behind the up stream side of the highway grade.
>
> "Two, protect cuts and fills on Porcupine Butte against erosion through the use of rock surface or by establishing vegetative cover."

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853).

Cordially,

Kessler R. Cannon
Assistant to Governor
Natural Resources

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1971

FOR FILING

7849

lp

xxxxxxxxxxxxxxxx
xxxxxxxxxxxxxxxxxxxxxx
1200-Sixth Avenue
Seattle, Washington 98101

July 21, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Environmental Impact Statement for the Clarno-Porcupine Butte Section of the Shaniko-Fossile Highway and we have also inspected the site.

We believe that the existing and projected low traffic use of this highway plus the inclusion of the John Day River in the Scenic Waterways Act of 1970, indicates that environmental factors should be the overriding concern in determing whether any "improvement" should be made and, if changes are required, how they should be designed.

It is apparent that if the present highway were not improved at all, it would not result in any large inconvenience or loss of safety. Increasing the capacity of the bridge would certainly benefit the several large grain haulers but would not necessarily benefit the non-commercial users, the adjacent property owners, or the people who will utilize the John Day scenic area.

We do not believe that it is always in the best interest of people or the environment to design highways to a predetermined standard. It appears that this highway could be upgraded by eliminating a few curves and by paving. It also appears engineeringly feasible to rebuild the existing bridge to handle anticipated traffic.

orig to
Young
7-27-71

NOTE
F. B. KLABOE

We believe that if this project were approached as an environmental challenge rather than a highway design problem, the roadway could be upgraded without environmental or aesthetic loss. The Clarno Bridge has a certain character which should not be lost to a questionable concept of progress.

We urge the Highway Department to accept the challenge of upgrading the Clarno Section in such a manner that the basic character of the existing bridge and roadway is retained.

We appreciate the opportunity to comment and ask that you keep us informed of your decision in this matter.

Sincerely yours,

Hurlon C. Ray, Director
State and Federal Assistance
Programs

RECEIVED
JUL 21 1971
FOR FILING

7849

July 20, 1971

Mr. Buz Banta
Executive Secretary
District 12 Council of Governments
Umatilla County Planning Commission
Pendleton, Oregon 97801

Dear Mr. Banta:

Re: FAS, Clarno-Porcupine Butte Section
Shaniko-Fossil Highway

Your predecessor, Mr. Peter Watson, had requested from this office by letter dated June 30, 1971, information regarding the proposed highway improvement on Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway. The information requested will not be available in time to meet his deadline date on July 23, and it will be sometime before the actual alignment and grades are "nailed" down. The area is still being studied to determine the most feasible and desirable location taking into consideration both the engineering and environmental aspects.

If you, as the Executive Secretary District 12 COG, wish to follow up on Mr. Watson's request, please let us know and we shall be happy to furnish you with the necessary information as soon as it becomes available.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

WHT:ia

cc: F. B. Klaboe
B. L. Gifford
S. J. Couper

UMATILLA COUNTY
PLANNING COMMISSION

COURTHOUSE
PENDLETON, OREGON 97801

TELEPHONE 276-7111
EXTENSION 75

710-1

June 30, 1971

Show on Hearing map

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young
Program and Planning Engineer

Dear Mr. Young:

Re: FAS Clarno-Porcupine Butte Sec.
Shaniko-Fossil Highway

Thank you for your Draft Environmental Statement on the above project.

In order to evaluate the two proposed routes we would appreciate a more detailed map showing at least the scale, contours, and location of the town of Clarno. A Xerox copy of part of a USGS map would suffice. In addition, please send profiles for both routes and whatever cross-sections you may have.

I would appreciate this information as soon as possible so we may have time to evaluate it before the July 23 deadline. Thank you.

Incidentally, I have taken over Mr. Sweeney's job in Umatilla County and hence his position as Secretary of District 12 COG. Please change your records.

changed to Buz Banta Exec Secy C.O.G.

Sincerely,

P. Watson

Peter Watson
Planning Director

PW:be

710-1-276-5721

NOTED
R. D. ASBURY

RECEIVED
JUL 1 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
JUL 19 1971
FO[illegible]ING

7849

Sp

OREGON ENVIRONMENTAL COUNCIL
1238 N.W. GLISAN, PORTLAND, OREGON 97209 / PHONE: 503/222-5369

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC.
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

July 14, 1971

Oregon State Highway Division
Program and Planning Section
Highway Building
Salem, Oregon 97310

Re: Draft Environmental Impact Statement
Clarno-Porcupine Butte

Gentlemen:

Having had an opportunity to read over the Draft Environmental Impact Statement on the Highway 218 - John Day River bridge construction project near Clarno, we would like to bring your attention our reactions to this report.

We would like to commend the Highway Department for their careful consideration of this project and we agree with their proposal for a route which follows most nearly the old road and calls for a new bridge slightly downstream. This seems to be most compatible with the intent of the Scenic Waterways Act.

While we appreciate the care which has evidently gone into the Impact Statement, we feel some critical comments would be helpful for future Statements. There are a few points on which we feel this report is inadequate:

1. There is no attempt to elaborate on the "undesirable features" of the existing structure. The only specific drawback mentioned is the load limit which forces one commercial grain operator to add an extra eighty-nine miles to his route. We feel the report could be improved by a discussion of the problems which have led to the need for a new bridge, i.e., what would be the effect if the project were not implemented? Similarly, the discussion of the short-term versus long-term aspects are insufficient. The report states that, "Any local improvement to the benefit of transportation will accrue to the route as a whole." (Page 8) This is of general applicability and does not relate specifically to this project.

NOTED
F. B.

RECEIVED
JUL 16 1971
PROGRAM & PLANNING
DIVISION

2. The report does not discuss the full range of alternative projects, such as keeping the bridge in the same location, reinforcing it, or alternative plans for road reconstruction.

3. While the report mentions the flood danger of the lower, "Corridor II" route, there is no discussion of the possible flood plain damage of the ridge route and new downstream bridge construction. Since this is a major environmental problem, it deserves more attention.

4. There is no mention of the opposition presented by some of the parties involved, nor does the report include the letters and memos which have been written regarding this project, such as those from Dr. James Perkins, the Sierra Club or the Oregon Museum of Science and Industry.

5. The report should not attempt to rationalize the project with statements such as, "The potential for road kill due to higher speed traffic will be offset by development of greater sight distance for the driver." (Page 5). This is supposed to be an assessment of possible impact on the environment, not an environmental justification.

6. Since this land falls within the Scenic Waterways corridor, (as mentioned on page two of the report), there ought to be more direct consideration of the intent of this Act and the effect of this project in relation to it.

We realize that some of these criticisms are based on the Environmental Impact Statement guidelines which were made available only last week, and with which you would not have been familiar. We hope our comments will help your office in writing future statements.

Sincerely,

Larry Williams
Executive Director

LW:jai
cc: Environmental Protection Agency

2.

OREGON ENVIRONMENTAL COUNCIL
1238 N.W. GLISAN, PORTLAND, OREGON 97209 / PHONE: 503/222-5369
NEW ADDRESS
OREGON ENVIRONMENTAL COUNCIL
4315 S.W. CORBETT AVENUE
PORTLAND, OREGON 97201

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
N SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC.
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
DEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
NLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
ORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
REGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

July 14, 1971

Oct. 14,

Mr. Roderick L. Porter
State Engineer
Oregon State Highway Department
516 Public Bldg.
Salem, Oregon

Dear Mr. Porter,

The OEC has been interested in the controversy concerning the construction of a bridge over the John Day River on highway 218, near Clarno. We are pleased with the bridge plan advocated by the Highway Department in the draft Environmental Impact Statement, and we are interested in the specific design of the bridge. It is our understanding that a bridge design hearing will be held near Clarno in August. We would appreciate it very much if you would let us know the time and date of this hearing. Thank you.

Sincerely,

Liza Fussner

Liza Fussner

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1.

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
leighton Penwell
~~WARD G. WESTERDAHL, II~~
Director

July 13, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Clarno Section-Shaniko-Fossil Highway
PNRS #71.0281

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission cautioned as follows:

> "Several species of andromous fish utilize this section of river, thus passage must be maintained. If crossing is constructed to be compatible with the Scenic River Act we anticipate no fishery conflict."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

July 19, 1971
R.E. Simpson, FHWA
D.H. Moehring
F.L. Hall
W.H. Tebeau
H.S. Cox
B.L. Gifford
I.D. Merchant
R.S. Hawkins
J.F. Putnam
R.C. Pool
H.S. Coulter

NOTED
R. D. ASBURRY

RECEIVED
JUL 16 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

NOTED
TOM EDWARDS

BEN GIFFORD

RECEIVED
JUL 12 1971
FOR FILING
~~REGION X~~
REGIONAL OFFICE
SEATTLE, WASHINGTON
7849

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

AREA OFFICES
Portland, Oregon
Seattle, Washington

July 7, 1971

IN REPLY REFER TO:
10.2SQ (Safranski
226-3361, Ext. 2751)

L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Mr. Young:

Subject: Draft Environmental Impact Statement for
Clarno-Porcupine Butte, Shaniko-Fossil Highway
Wheeler County

We have read with interest the above subject environmental statement and are impressed with the thoroughness of your assessment.

Your concern for flood plains, agricultural land, erosion and wildlife as well as maintenance, driveability and economic concerns is exemplary.

William Kramer with the Federal Aid Coordination Unit in the Executive Department in Salem and Judge Paul W. Jones of the District 12 Council of Governments should appreciate receiving your considered report.

Sincerely,

Clifford T. Safranski

Clifford T. Safranski
Special Assistant for
Planning Requirements

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
JUL 8 1971
PROGRAM & PLANNING
DIVISION

cc Klaboe

RECEIVED
JUL 9 - 1971

7-2-71

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING July 2, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0305	Vocational Rehabilitation	Adaptive Physical Education Project $ 24,239	Multnomah County	2
71.0309	Tri-City Presbyterian Church	Head Start $ 1,000	Myrtle Creek	6
71.0310	Senior Opportunities & Services, Inc.	Senior Opportunities and Services $ 17,594	Lane County	5
71.0311	Oregon Law Enforcement Council	Comprehensive State Law Enforcement Plan $ 443,333	Statewide	
71.0312	State Economic Opportunity Office	Agency Assistance - New Resources $ 147,000	Statewide	
71.0314	McMinnville School District #40	Head Start $ 12,686	McMinnville	3
71.0315	Highway Division	Jacksonville Section Jacksonville Highway $ 900,000	Jackson County	8

7844

Young
7-7-71

NOTED
TOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING July 2, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0316	Highway Division	S.E. 122nd Avenue-Anderson Road Section, Mt. Hood Highway $30,000,000	Multnomah County	2
71.0317	State Economic Opportunity Office	State Agency Assistance $ 119,964	Statewide	
71.0318	Power City Water Co-op	Water System Improvement $ 46,300	Umatilla County	12

REPORT OF ENVIRONMENTAL IMPACT STATEMENT REVIEWS:

71.0306	Highway Division	I-80N Interchange-Island City, Wallowa Lake Highway	Union County	13
71.0307	Highway Division	Clarno-Porcupine Butte Shaniko-Fossil Highway	Wasco and Wheeler	9, 12
71.0313	Corps of Engineers	Beaver Drainage District	Clatskanie	2

NOTICE OF AVAILABILITY OF SURPLUS GOVERNMENT PROPERTY

71.0308 BURNS AIR FORCE STATION, HARNEY COUNTY, BURNS, OREGON -- The property consists of approximately 29.37 acres of fee owned land, 4.94 acres of leased land and 5.73 acres of easement, making a total of approximately 40.04 acres. Improvments include shop, storage, recreation, dormitory, squadron headquarters buildings, and a concrete communications building, and miscellaneous service buildings in the main contonment area. The family housing annex is located 4 miles ease of Burns Air Force Station, 1 mile southwest of Burns, Oregon, on 8.41 acres of fee land and contains 25 family housing units and utilities. Disposal of this property, or portions thereof, may be made to public agencies for public uses.

RECEIVED
JUN 24 1971
FORM E-30 (12-67)
FOR FILING

7849

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1971

SUBJECT: Clarno-Porcupine Butte
Shaniko-Fossil Highway
Wasco-Wheeler Counties

To: F. B. Klaboe
Asst. State Highway Engineer

BUILDING

The suggested boat ramp appears feasible. There would appear to be about 1/3 acre between old and new right of way which could be acquired since it would have little remaining value to the land owner.

Excavation for the ramp would be required of about 700 cubic yards and a low type surfacing should be provided. Since the area immediately upstream is used by bathers from Camp Hancock it would be advisable to provide parking area to accommodate a bus and other incidental vehicles.

Frank L. Hall
Design Engineer
By:

George C Wills
George C. Wills
Chief Locating Engineer

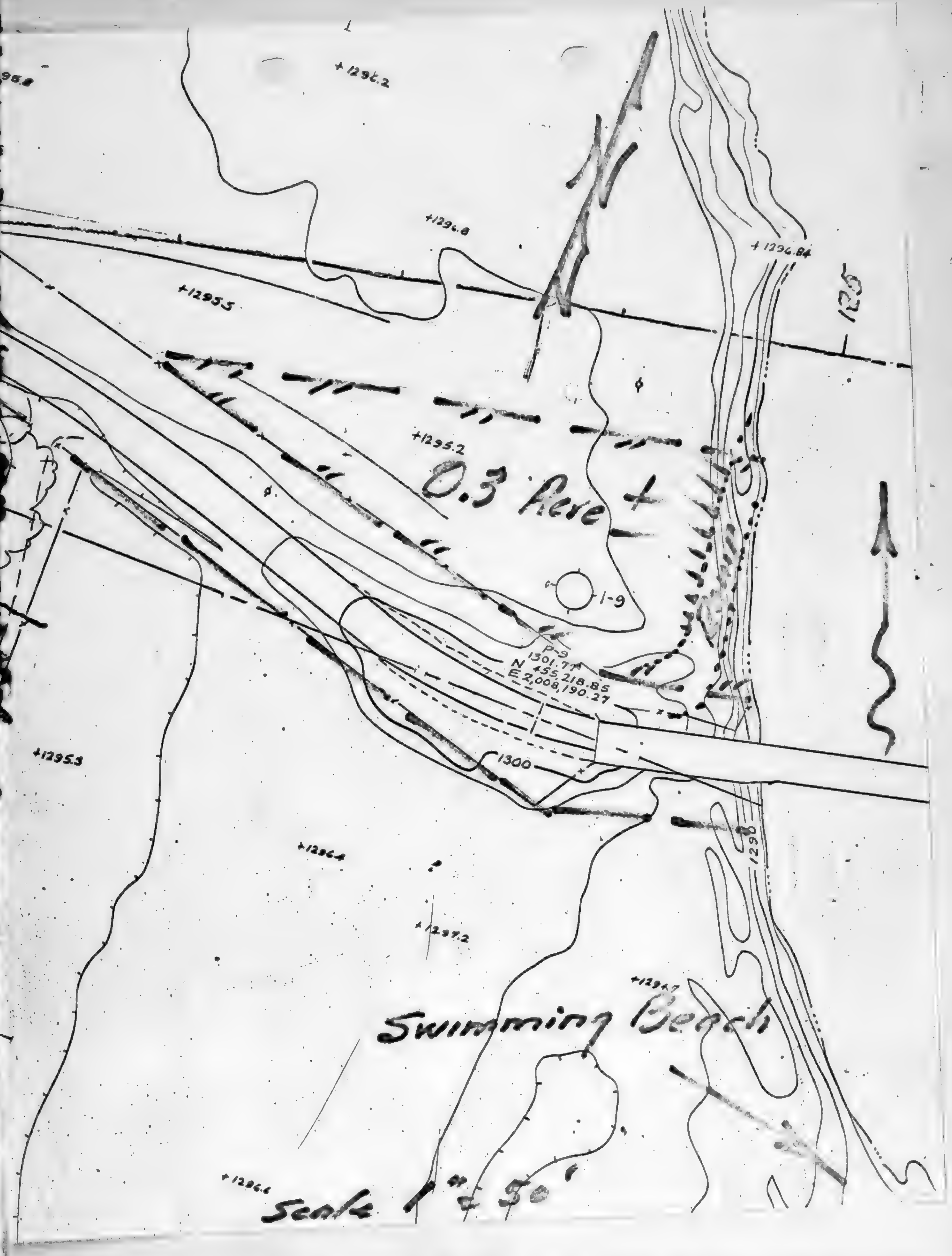
GCW:jf
Att.

RECEIVED
JUNE [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Approved 6/24/71
FB Klaboe
Asst. State Hwy. Engr.

6-24-71

cc Shaw, Tebeau, Hall


95.8
+1296.2
N
+1296.8
+1296.84
+1295.5
125
+1295.2
0.3 Acre +
1-9
P-9
1301.77
N 455,218.85
E 2,008,190.27
1300
+1295.5
1298
+1296.4
+1297.2
Swimming Beach
+1296.6
Scale 1" = 50'

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1971

SUBJECT: John Day River, "Clarno Bridge"

To: Dave Talbot
State Parks Superintendent

OFFICE

NOTED
D. TALBOT

I understand design hearings will be held in August for a new bridge on highway 218 at Clarno, to be located a short distance downstream from the old existing structure. This is an appropriate time to consider a good suggestion made to me and to Tom Edwards by Ed Asher and Herb Wright, respectively Mayor and Councilman of Fossil.

Their idea is to construct a minimal boat-launching facility on the site of the old bridge when that is removed. At present there is no public access to the river at this point except that allowed by private landowners. Clarno is one of three natural "put-in" points (the others are Service Creek and J.S. Burres State Park on highway 206) heavily used by river drifters.

The idea deserves consideration as a part of the overall project.

Bob Potter

Bob Potter
Coordinator
Scenic Waterways System

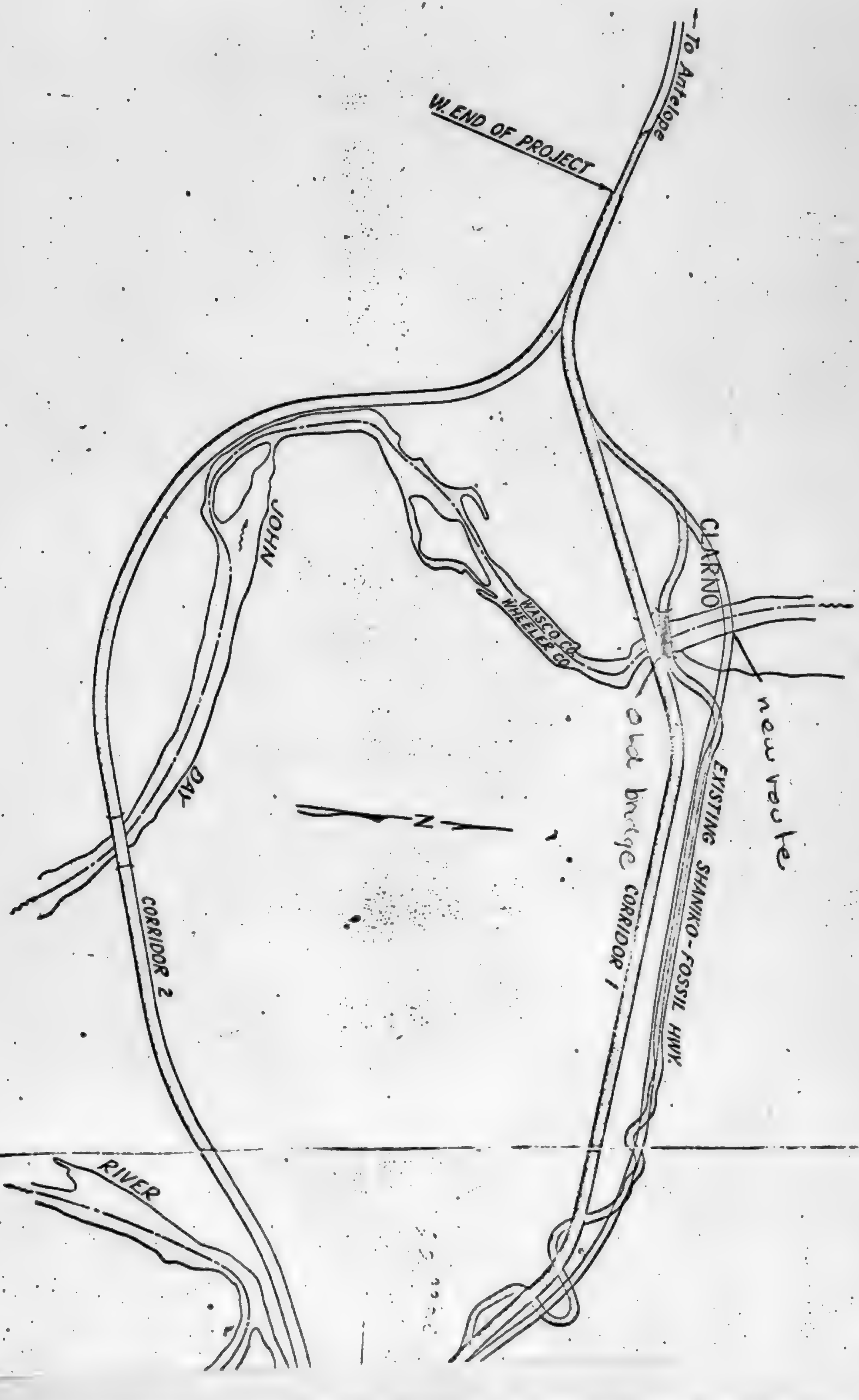
RKP:jw

cc: Lloyd Shaw

RECEIVED
JUN 18 1971
DESIGN SECTION

Scott
Swenson
R. Olson
[illegible]
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
JUN 15 1971
OFFICE OF
ENGINEER


To Antelope
W. END OF PROJECT
CLARNO
JOHN
DAY
RIVER
WASCO CO.
WHEELER CO.
N
new route
old bridge
CORRIDOR 1
CORRIDOR 2
EXISTING SHANIKO-FOSSIL HWY.

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
P. O. BOX 280 THE DALLES, OREGON 97058
TELEPHONE 503 — 296-2266

RECEIVED
JUN 24 1971
FOR FILING

7849

June 22, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The staff of the Mid-Columbia Economic Development District has reviewed the Project: Clarno Section, Shaniko-Fossil Highway, Wasco-Wheeler County.

It was a matter of discussion with our Board of Directors prior to the public hearing in December. The Board of Mid-Columbia Economic Development District concurs with the project and urges that it proceed.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:blm

cc: June 23, 1971
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H.S. Cox
B. L. Gifford
I. D. Merchant
R. S. Hawkins
J. F. Putnam
R. C. Pool
H. S. Coulter

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

Ellison

RECEIVED
JUN 23 1971
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING JUNE 18, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71,0268	Northwest Social Systems, Inc.	Termination Grant $ 1,000	Statewide	
71.0269	Multnomah County Community Action Agency	Family Planning $ 25,005	Multnomah County	2
71.0270	Blue Mountain Economic Development Council	Head Start-Summer $ 81,038	Wallowa, Umatilla Counties	13
71.0271	Highway Division	Cornelius City Park $ 2,500	Cornelius	2
71.0272	Highway Division	Stott Street Park Acquisition $ 52,892	Beaverton	2
71.0273	City of Hillsboro	Sewage Treatment Works Additions & Modifications $1,190,000	Washington County	2
71.0274	Dept. of Housing & Urban Development	Housing for Elderly Portland (Ice Arena Site) $4,010,069	Portland	2
71.0275	Confederated Tribes of the Warm Springs	Head Start $69,383	Warm Springs	9,10

[illegible] JUN 24 1971 FOR FILING

7849

Young 6-23-71

NOTED TOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 18, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0276	Migrant & Indian Coalition for Coordinated Child Care	Organization $135,400	Wasco County	9
71.0277	Migrant & Indian Coalition for Coordinated Child Care	Health Start $ 39,671	Wasco County	9
71.0278	Northwest Social Systems	Parent Involvement Training $ 50,000	Statewide	
71.0279	Mid Columbia Community Action Council	Manpower/Education Health, Housing Transportation, SOS-Outreach, CPL, Organization, Youth-Hotline, Legal Aide $158,375	Wasco, Sherman Hood River	9
71.0280	City of Corvallis	Sewage Treatment Plant Improvements $2,004,200	Corvallis	4
71.0281	Highway Division	Clarno Section, Shaniko-Fossil Highway $1,000,000	Wasco, Wheeler	9,12
71.0282	Covernor's Manpower Coordinating Committee	Cooperative Area Manpower Planning System $139,743	Statewide	
71.0283	Southwestern Oregon Community Action Com.	Health Start $ 45,050	Coos Bay	7

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 18, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0284	Development Opportunity Inc.	Community organization, health care, legal services and administration	Clackamas	2
71.0285	Mid Columbia Community Action Council	Head Start - Summer $27,532	The Dalles, Parkdale	9

* * * * * * * * * * * * *

The following information was received by Governor McCall from Bernard E. Kelly, Regional Chairman, Federal Region X:

The State of Oregon and its political subdivisions are now eligible to receive surplus real property, at no cost, through (1) the Secretary of Interior for park and recreation purposes and (2) the Department of Health, Education and Welfare for education or public health purposes.

P.L. 91-485 enacted by Congress and signed by President Nixon October 22, 1970 provides that:

1) The Secretary of Interior can now recommend to the General Services Administration that surplus real property (including buildings, fixtures and equipment) is needed for public park or recreation purposes;
2) GSA has discretion to assign part or all of said property to the Secretary of Interior for disposal;
3) The Secretary of Interior can sell or lease property to a state, political subdivision, or municipality;
4) The recipient can obtain the property at no cost.

* * * * * * * * * * * * *

RECEIVED
JUN 16 1971

7849

Ap

June 16, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative Districts Nos. 9 & 12

Federal Aid Secondary	Clarno Section Wasco-Wheeler County

The estimated date of filing for federal-aid funds on this project is October 15, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:jb

Attachment

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
I. D. Merchant
R. S. Hawkins
J. F. Putnam
R. C. Pool
H. S. Coulter

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Clarno Section
Shaniko-Fossil Highway
Wasco-Wheeler County
June 16 1971

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X ......(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District 9 & 12 City --

County Wasco-Wheeler Special District(s) (if applicable) --

Other affected jurisdictions/agencies

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Admin. Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 600,000
Loan ...... Grant X

Local Applicant Share (---)
(if any) $ ---

State Agency Share $ 400,000

Other (Specify) $ ---

Total $1,000,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ 400,000 Highway

Indirect Cost Reimbursement

No X Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ...... % to ...... %

When ......

5. **Period Covered by Projects**

Beginning date .... April 1972 ....
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 12 months ....

Approximate ending date .... May 1973 ....

Will renewal be requested? Yes .... No ..X......

6. **Estimated Application Filing Date** .... October 15, 1971 ....

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

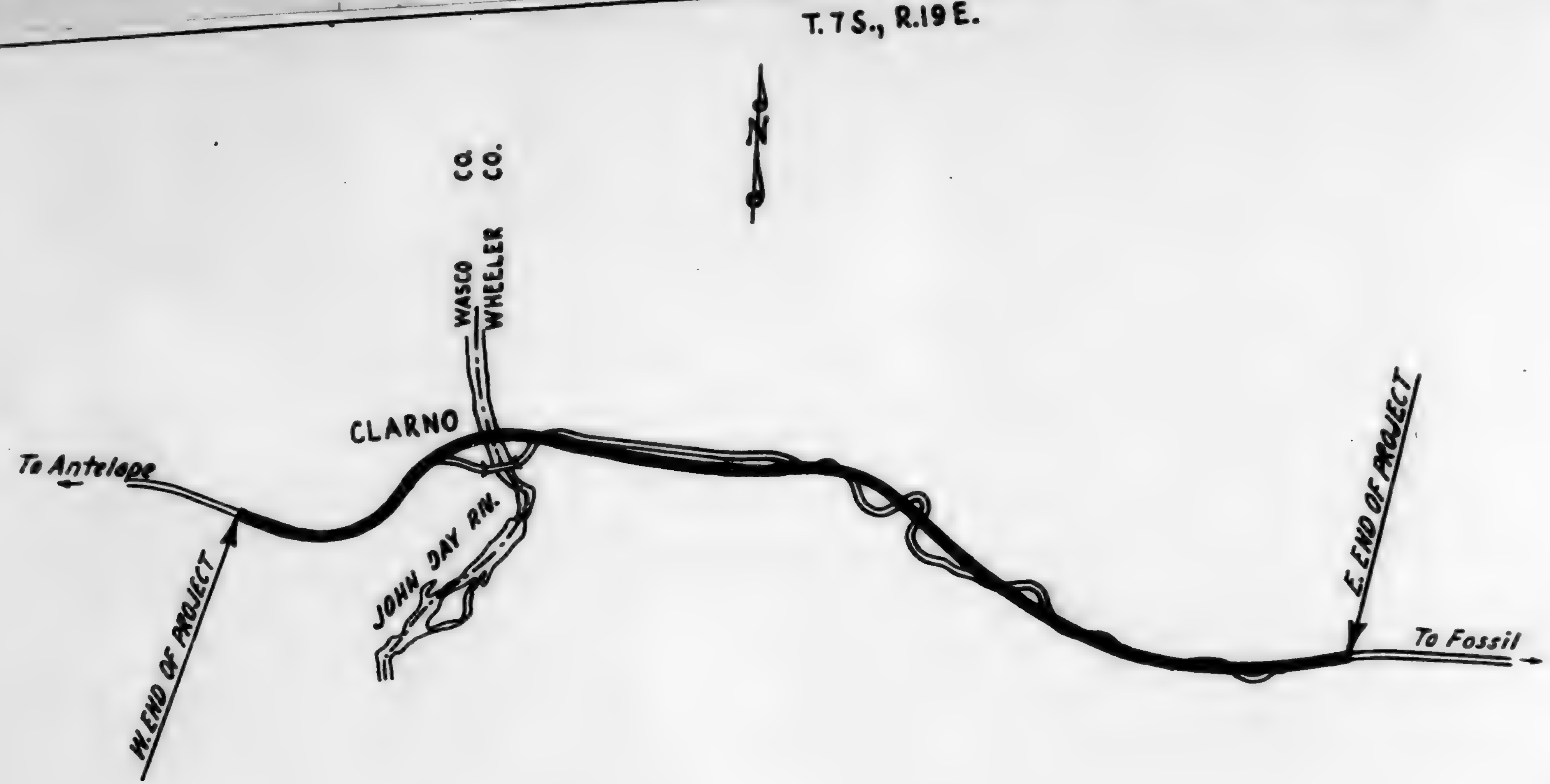
CLARNO SECTION, Shaniko-Fossil Highway, Wasco & Wheeler Counties

This project will involve preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work required to replace the existing structure and construct a two lane paved highway thus eliminating the only gravel surfaced portion of the secondary highway.

During 1969, the average daily traffic for this section was 60 vehicles with truck traffic amounting to 16 percent of the total daily traffic. The projected 1990 average daily traffic for this section is estimated to be 110 vehicles. The construction of this 2.3 mile section will provide a two lane roadway consisting of two 12-foot travel lanes with 4-foot shoulders. The structure over the John Day River will be designed to full roadway width and every consideration will be made to make this crossing compatible with the Scenic Rivers Act.

This project is related to the "Goals for a Livable Oregon" by the improvement of this portion of the Federal Aid Secondary System.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Design Hearing Map

CLARNO SECTION

SHANIKO - FOSSIL HIGHWAY

WASCO AND WHEELER COUNTIES

RECEIVED
JUL 7 - 1971

FOR FILING

7849

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1971

SUBJECT: John Day River, "Clarno Bridge"

1p

To: Dave Talbot
State Parks Superintendent

OFFICE

I understand design hearings will be held in August for a new bridge on highway 218 at Clarno, to be located a short distance downstream from the old existing structure. This is an appropriate time to consider a good suggestion made to me and to Tom Edwards by Ed Asher and Herb Wright, respectively Mayor and Councilman of Fossil.

Their idea is to construct a minimal boat-launching facility on the site of the old bridge when that is removed. At present there is no public access to the river at this point except that allowed by private landowners. Clarno is one of three natural "put-in" points (the others are Service Creek and J.S. Burres State Park on highway 206) heavily used by river drifters.

The idea deserves consideration as a part of the overall project.

Bob Potter
Coordinator
Scenic Waterways System

RKP:jw

cc: Lloyd Shaw

RECEIVED
MAY 26 1971
FOR FILING

7849

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 25, 1971

SUBJECT: Mrs. Eleanor Johnson
Star Route
Maupin, Oregon 97037

To: F. B. Klaboe
Assistant State Highway Engineer
Salem

4027

On March 25, 1971 you wrote to a Mrs. Gerald Johnson, Star Route, Maupin, Oregon; answering her letter of March 16 regarding the scheduling of the construction of a bypass at Shaniko and requested District Engineer R. L. Lammert to contact Mrs. Johnson and try to settle her complaints.

Attached is a copy of a Memo to the Files from Mr. Lammert regarding his attempts to get in touch with Mrs. Johnson. Mrs. Johnson is well known in the Region and we have a voluminous file regarding her complaints. She is very difficult to contact personally, and if you just drop in to see her, she is very upset.

We will drop the matter until such time as she contacts us again.

J F Putnam

J. F. Putnam
Regional Engineer

JFP:pb

Enclosure

cc: R. L. Lammert

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-50 (REV. 10-60)

ADE | ADE | DOD | DOE

MAY 25 1971

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 21, 1971

To: Memo to the Files

SUBJECT: Mrs. Eleanor Johnson
Star Route
Maupin, Oregon 97037

By letter dated March 16, 1971 to Mr. Porter subject lady requested certain information. Mr. Klaboe's letter dated March 25, 1971 answered the inquiry with a notation for this office to meet with Mrs. Johnson and try to settle her complaints. By letter dated March 27, 1971 Mrs. Johnson requested that she be informed a day in advance before any meeting. Mr. Gregson, foreman at Madras, was instructed to contact Mrs. Johnson and arrange a meeting date. He contacted her by phone on April 2, 1971 and was advised that she did not want to meet with anyone until after Easter Sunday. Mr. Gregson personally contacted her again on April 17, 1971 for an appointment and was again advised that she did not want to see anyone this week or seemingly any other time. She advised him she was sick and only wanted to know when Shaniko would be by-passed.

On May 21, 1971 at 11:20 a.m. this writer called by phone and was advised that Mrs. Johnson was outside the building and was leaving for Idaho and would not be back until the 15th of next month.

I feel hurt that she will not see me. However, I am willing to forego this honor and let the subject drop until her next addition to the already voluminous file.

R. L. Lammert
R. L. Lammert
District Engineer

RLL:ft

cc: [illegible]. F. Putnam

[illegible]

RECEIVED
MAR 29 1971

March 27 1971

FOR Oregon State Hwy Dept
Bend Oregon

Attn: Mr R L Lammert, Engineer

Gentlemen:

Shaniko

I received a letter from Salem in regard to the reason why Shaniko has never been by-passed in the last 15 yrs altho I was assured when I was given the only access available at the Jct 97 & 197 that it/(Shaniko) would be missed within 2 to 5 years. I wondered why we were told this.

4/27

Also, if anyone from your office intends coming here, please have them phone Madras 475-2822 the day before so I am prepared for the visit. Thanking you in advance, I remain

Respectfully yours,

Mrs G Johnson
Jct 97 & 197
Star Route
Maupin Ore 97037

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1971

FOR FILE

[illegible]

[illegible]

Shaniko [illegible]

[illegible]

March 25, 1971

Mrs. Gerald Johnson
Star Route
Maupin, Oregon 97037

[illegible]

Dear Mrs. Johnson:

With reference to your letter of March 16, the scheduling of construction of a bypass at Shaniko has been delayed indefinitely due to a shortage of construction money available for the many high-priority projects waiting for funding.

Mr. R. L. Lammert, District Engineer in Bend, has the right-of-way records available on this section of highway; and he will contact you in regard to the status of access at your present location.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
L. H. Young
J. F. Putnam
R. L. Lammert - Please meet with Mrs. Johnson and try to settle her complaints.

CRN:ia sr

March 16 1971

Mr. Porter, Chief
State Highway Dept
Salem Ore, 97310

Dear Mr. Porter:

In 1956, we were given this access out at the jct of 97 & 197 because Shaniko was going to be missed within 2 to 5 yrs. It hasn't been missed yet and I am wondering if it will ever be missed. Those in the Bend office today were not there when the access permit was given us.

We moved 5 buildings out to very unimproved property and to this day, 15 years later, we would still like to know when Shaniko is going to be missed. Would you please advise.

Thanking you in advance, I remain

Respectfully yours,

Mrs Johnson
Star Route 25 mis. so. of
Maupin Ore 97037

If you personally do not know, do you know to whom I may write to find out why we were told the above.

We were also told that this access was the only access and there was no other access available at the jct of 97 & 197.

Johnson
draft

Nelson
get info from R/W
& R/D

RECEIVED
MAR 1 9 1971
PROGRAM & PLANNING
DIVISION

RECEIVED

FOR FILING

7541

May 18, 1971

Mr. E. R. Fatland
Condon
Oregon

Dear Ernie:

Thank you for your kind letter and I am certainly appreciative of the effort you have expended in doing homework on the Condon-Thirtymile project.

I expect to be in Eastern Oregon during the coming week and will attempt to iron out the problems which you bring up. The fencing, with respect to the water sources, and the cattle pass problem are easily solved. I will attempt to work out some solution to Alex Hardie's access to his crop land.

The Clarno Bridge is scheduled to be constructed with Federal-aid Secondary funds and it will be approximately one year before sufficient funds are available.

I will attempt to contact you as I go through Condon.

Best regards,

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

E. R. Fatland

CONDON, OREGON

May 13 1971

Tom Edwards, Deputy
State Highwat Engineer
State Highway Bldg.
Salem Oregon.

Dear Tom.

I have been slow in acknowledging and thanking you for the mosaic on the Condon-Thirtymile section. The reason is that each of the interested landowners affected have wanted some time to look it over. I do not have it back in my office yet but do have the last of the comment over the phone.

The man most affected, but the most agreeable,is Alex Hardie. If you check the picture you will notice he has a road starting from the bridge and going N.W. crossing your proposed location jast back of his house and where I understand you will make your deepest cut. He has a wheat field just a mile up that road/from his house. If he cant use this road for any reason,he has to come clear to Condon,then back out thruough Cooneys and Myers to get to his field. Its 11 miles that way. He will either have to have a passable bridge over your cut or a road around the cut and it will be difficult getting a usable grade for him in any other location. He asked I bring it to your attention.

The county has a woodxen bridge over the water way from Condon Canyon for the road up to Maddocks and Trail Fork which is in bad repair and should be replaced. Your mosaic does not show where you plan an exit for Trail fork. If you take off north of the bridge over Condon Canyon and stay up on the hillside,this bridge would not be necessary except for Hardie to get to his creek fields. It could be cobbled up enough to take that kind of service.

Adolph Shaffer says his cattle will not go thru mettle culvertsand any thing put in the bottom of them so cattle have a footing will wash out. He also noted that the creek channel changes left the water so it could all be used on both sides of the highway so long as you dont fence it out with right of way fences.

Myers, Shannon and Potters have had no complaint just so long as their stock water is not cut off or entrance to it made too steep or difficult for stock to get over in bad weather.

Could you give any kind of prediction on when the Clarno bridge and realignment might be scheduled ? There is an increasing interest in travel to Bend Redmond area both for recreation and cattle and feed lot business. The sales yard at Madras is drawing more than passing interest from here. The Bridge and road improvement would make quite a difference.

If I can help in any way you know I am willing to go my best.

Regards

Emil

RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 17 1971
FOR FILING

7849

March 10, 1971

The Honorable Gordon W. McKay
State Senator
Room 309-A, State Capitol
Salem, Oregon

Dear Senator McKay:

This is in response to your March 8 inquiry concerning the proposed highway improvement on the Shaniko-Fossil route near Clarno.

A public hearing was recently held at which time the red line noted as Corridor 1 on the attached map and the green line noted as Corridor 2 were presented. While there is a strong demand for improvements to this route, there were certain objections to either scheme at the public hearing. The objectors were in the minority but had various reasons for opposing the proposals.

In an effort to lessen these objections, the Division is now studying the blue route indicated on the drawing. Costwise, this is comparable to either the red or the green proposals, although it will require steeper grades than the green line.

The Commission has not taken final action on the matter, but I speculate that something in the vicinity of the blue line will be approved. This will meet the requirements of the people requesting improvement, and I believe it will be less objectionable to most of the opponents. It is expected that the blue line would be constructed at the level of the existing terrain and would be subject to overflow when the John Day River is at flood stage.

If anything further is needed, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn
Attach.
cc Tom Edwards   Victor D. Wolfe
F. B. Klaboe   R. B. Sipprell

Rt. 1, Box 1156
Bend, Oregon

Hwy ✓

Sen. Gordon McKay
Oregon State Capitol Building
Salem, Oregon

Dear Sir:

On December 10, the Highway commission held a hearing in Clarno to put forth for consideration two routes for the completion of highway 218, a secondary road between Antelope and Fossil.

Either route would mean fills across the floor of the John Day river valley, in an area that is - or should be - protected by the Scenic Rivers act.

A paved road in this section, which is perhaps two miles long, is needed. However, it would seem a more economical safer route to improve the present location. As you know, the John Day spills its banks occasionally. Fills across the valley floor could prove expensive to maintain, and would surely be a threat

Orig. [illegible]

to the cultivated areas as well as to the wildlife.

I'm enclosing a copy of a map on which I've estimated the location of the fields in the area, the approximate location of a spring — one of two within a 3,000 acre area — and the location of a swimming area well known to many, including the Camp Hancock youngsters.

Recently, according to Herb McKay, the man who leases the ranch through which either proposed route would go, ~~the~~ some metal stakes were placed along the path of corridor one. The highway department claims these are unrelated to the road, that they are for aerial programming. I hope so.

I realize this is a busy time for you, but it's my hope that you, as an interested Central Oregonian, can take the time to look into this, and to insist the highway department honor the Scenic Rivers act.

With thanks, and best wishes for a productive, satisfying legislative session.

Respectfully yours,
Marianne Mathews

[illegible]
MAR 11 1971

7849

March 10, 1971

Mr. Blair M. Kramer
740 S. W. Westwood Drive
Portland, Oregon 97201

Dear Mr. Kramer:

This is in response to your March 4 letter concerning the proposed highway improvement at Clarno.

The Highway Commission has taken no final action on the matter but has been studying a third proposal that would appear to be less objectionable to those people who expressed opposition at the public hearing. I do not know just when the Commission will consider this but I believe before long.

The article in the Oregonian meant to say "just downstream" from the existing bridge, which I believe will clear up the inconsistency that you mentioned.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Coulter

REFERRED TO
Admin
BY SECRETARY

740 S.W. Westwood Dr.
Portland, Oregon 97201
March 4, 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sirs,

The reason I am writing this letter to you is to find out your decision on the new route of state Highway 218 at Clarno, Oregon.

As a point of reference, I submitted a letter that was included in the record of the Clarno hearing. Therefore, you must know my interest in this matter is serious and not just to cause you the time and expense of replying to this letter.

An article that appeared in the *Oregonian* summarized a statement made by Mr. Jackson. The summary said a new bridge will be constructed just upstream of the existing bridge but a picture included with the article showed that the bridge will be downstream. Will you clarify this inconsistency for me? Also will you brief me on any other decisions concerning road changes due to your study?

Sincerely,

Blair M. Kramer

Blair M. Kramer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

D. MAR 26 1971

FOR

784.9

MAR 5 1971

Refer to:
EN-21

Honorable Robert W. Packwood
United States Senate
Washington, D. C. 20510

Klaboe

Dear Senator Packwood:

This is in further reply to your communication of January 18, 1971, to the Department of Transportation enclosing a letter sent to you by Dr. James G. Perkins of Portland raising certain objections to the proposed location and design of a new replacement bridge across the John Day River on Oregon State Highway 218 at Clarno, Oregon, on the Wasco-Wheeler County line.

Dr. Perkins' main concern centers around the potentially adverse environmental effects of constructing a fill across the flood plain as part of the proposed project. His testimony at the corridor hearing held at Clarno on December 10, 1970, revealed his desire to preserve the scenic, agricultural, and recreational qualities of this river and its adjacent submersible lands. He feels that a highway fill, however, would narrow and obstruct the flood plain and produce greater backwater during flood periods, an increase in water velocity through the bridge opening, ruination of a local swimming beach, inundation of upstream farm land, and thus general disruption of the ecological balance of the area as a whole.

The existing facilities at the Clarno river crossing include a 15-foot, one-way bridge constructed in 1917; a winding, 20-foot gravel roadway ascending easterly for about 2 miles over Porcupine Butte; and a narrow paved roadway meandering westerly from the bridge through Clarno. This existing west approach crosses the flood plain on a fill of only about 1 to 3 feet in height, and during flood periods is completely covered with water and impassable to traffic. This flooding condition appears to occur only once or twice every 20 years.

We have been advised that as a result of the testimony received at the corridor hearing in December, the State is now proposing to build the replacement structure just downstream from the existing and to improve the easterly ascent on a line deviating only slightly from that shown on the hearing map, and to realine a much shorter section of the west approach than originally shown, leaving the approach fill no higher above the flood plain than the existing one.

NOTED
F. B. KLABOE

REFERRED TO
Hall-Young
By Asst. State Hwy. Engr.

3-24-71

The State is hopeful that this design will produce no significant changes in the existing flow pattern of flood water through this section of the John Day River valley. Although no final design is being prepared as of this writing, preliminary studies indicate that this new design being studied, which basically includes the concepts endorsed by Dr. Perkins, will enable the State Highway Division to comply with all provisions of the new Oregon Scenic Rivers Law.

Regarding Dr. Perkins' question about Federal acceptance of such a design, we do not anticipate any Federal Highway Administration objections on a project of this nature.

In further reference to Dr. Perkins' remarks, that it appears highly unfeasible to attempt to build the new structure at the identical location of the existing one. This is primarily due to the economics of construction and to the problem of maintaining traffic during the construction period.

Hopeful the above information will aid in giving a satisfactory reply to your constituent. If we can be of further service, please let us know.

Sincerely yours,

E. H. Swick
Executive Director

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Adams
BY SECRETARY

S. O. A. R. Inc.

SOCIETY FOR OREGON AVIAN RESEARCH, INCORPORATED (NON-PROFIT)

RT. 4, BOX A-17, WESTCLIFF DRIVE, HOOD RIVER, OREGON 97031

PHONE 503-386-3429

CHAIRMAN
L. R. STEEVES

TREASURER
PHYLLIS LANCEFIELD

SECRETARY
KAY PETERS

NATURALIST
JIM ANDERSON

BOARD
GROVER C. CARTER, M. D.
W. T. EDMUNDSON, M. D.

Oregon State Highway Commission
Feb. 28, 1971

Gentlemen,

I have made many trips into the John Day Canyon for pleasure and for educational and scientific purposes. I recognize the need of the residents of Antelope, Clarno, and Fossil for a new bridge over the John Day River at Clarno.

If I interpret your amended plans correctly, as publicized by the Oregonian on Feb. 17, 1971, you will retain the present highway alignment and bridge location. You will straighten the highway somewhat, moving it approximately 100 ft. northwards. The new bridge will be about that same distance downstream. Porcupine Hill will be straightened upon its present location. The western approach to the bridge will be on the level of the flood plain.

If these factors be, in principle, your amended plans, I wish to express my approval.

I oppose Corridors #1 and #2. One seems to be at the expense of one rancher. The other seems to be at unneeded expense and risk to the state.

I hope your amended plan will not only save the State of Oregon considerable money, but that it will have a less deleterious impact on the area from the standpoints of ecology + esthetics. I trust also, that it will serve the citizens as well as either of your earlier published plans — Sincerely, L. R. Steeves

A non-profit, incorporated, society of student, amateur, and professional Ornithologists, Naturalists, Biologists, and Ecologists dedicated to basic and applied research to all species of birds, their food chains and their habitats within the State of Oregon.

PHONE DU 4-2491
CONDON

GRAIN STORAGE
GRAIN BUYERS

CONDON GRAIN GROWERS INC.

CONDON, OREGON

February 12, 1971

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Subject: State Highway Commission Hearing on Clarno Bridge and road improvement on Clarno-Porcupine Butte Section of Shaniko-Fossil Highway No. 218.

Gentlemen:

First, I would like to apologize for not having someone here in person to represent the Condon Grain Growers, Inc., but prior commitments have made it impossible.

Condon Grain Growers, Inc., is a locally owned farmer cooperative, with facilities in Gilliam and Wheeler Counties. Our main function is the storing, buying, marketing and trucking of grain. This section of highway is very important to us when it comes to the marketing phase, because it links two areas that are dependent upon each other. Gilliam County produces more grain than there are cattle. In the Madras area there are a number of large feed lots, so it is only natural for grain in this area to flow to Madras. Last summer we sold approximately 70 truck loads of barley into California. The trucks had to go 82 miles out of their way (Wasco to Condon) over another poor section of highway. Many more sales could have been made, but after a few of the truckers had burned out their brakes going in and out of the John Day River, they avoided our area. The only rail service into the Madras area comes from the State of Washington, therefore, their farmers are making the grain sales.

Oregon State University has undertaken a study in the Madras area and it is their hope that when the feed lots approach 100,000 head per year, a packing facility will locate there. This is to rectify one of Oregon's age old problems--there is enough beef raised in the State, yet two-thirds of the dressed meat is imported. The economic aspect upon the whole State would be great. It would open up a half million dollar grain market to us and the price difference between a 500 pound calf and a 1000 pound steer, would stay in Oregon. We hope to see the day that Oregon exports dressed meat instead of calves, but we need roads to do it.

The hearing today is to decide if an improvement is needed in the Clarno section of Oregon 218. We feel the need has existed since our forefathers gave up their horses and wagons for motor vehicles.

The bridge became inadequate the first time a load of cattle, logs or grain couldn't cross it because of the 15 ton load limit. The road over Red Hill is narrow, rough and winding. If it rains or snows, our drivers have standing orders not to come back from the Madras area via Clarno as the chances for a mishap are too high.

We don't think this improvement would be a cure-all for all our financial ills, but we do think it is a step in the right direction. Both of our trucks have one half again as much power as the trucks running on the freeways, due to the grades and switchbacks which we encounter, so it is a big help to us anytime a road is straightened and paved as it is a savings to us in fuel and tires.

It is our understanding that further hearings are necessary because various groups and individuals protested that the highway improvement would detract from or impinge upon scenic river values. We are not asking you to make any sweeping changes in the John Day River--just a bridge to hold a lawful load and a paved road wide enough for two-way traffic. We, who live closest to the John Day River are the last to want to despoil it.

It is our feeling that this improvement would be a plus for the State of Oregon, as there is a great need to get the tourists away from the Coast and into Eastern Oregon. If the improvement on the bridge isn't made, a bus couldn't cross it and if the road isn't widened and paved, cars pulling trailers would have difficulty getting over it. Due to the poor roads in this section of the State, food and fuel are higher, which doesn't make it a tourist attraction.

The John Day River may be a scenic river, but without better roads, only the hardiest of individuals will ever see it. We view this series of hearings as a contest between the "Environmentalist" and the State Highway Commission. They are using this area since we are in a minority. If this same improvement were to be made in the Portland area, the numbers wanting it would be to great for them to contest. If the "Environmentalist" wins here, they will use this hearing as a precedent in future cases. Their ultimate goal is to make bicycle paths out of all of your highways. According to Attorney General, Lee Johnson, the State Highway Commission still has the authority and duty to regulate the construction, widening and improvement of State highways, as well as other roads, within the areas restricted by the Scenic Waterways Law. Condon Grain Growers, Inc., is asking that you do finish this project that has been talked about for twenty years and postponed until now.

CONDON GRAIN GROWERS, INC.

Franklin D. Bauman

Franklin D. Bauman, Manager

RECEIVED
STATE [illegible]

FEB 19 1971

7849

Klaboe

CHEVROLET

Putting You First In A Big Way!

WRIGHT CHEVROLET-OLDS-PONTIAC
2nd and Main Street
Fossil, Oregon 97830

REFERRED TO
admin
BY SECRETARY

February 9, 1971

EJW a delegation is scheduled for 10:30 Feb. 16, 1970 (Mr. Wright attended.)
2-19-71

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Sirs:

Regarding Clarno-Porcupine Butte, or Red Hill Section road improvement program for which you had a hearing at Clarno Grange Hall on December 10, 1970.

I understand there will be a hearing on this project Wednesday, February 16th in Salem. I would like to have been there but instead am sending this letter to you urging that special consideration be given to this project to proceed with any improvement.

We are not suggesting any particular route on this. We do suggest that either corridor #1 or #2 be selected and if there is too much opposition to these routes special consideration than should be taken of following the present route and by making a fairly large cut through the top of the hill and by possibly increasing the percent of grade a little, a very good road and sufficient improvement would be made to make this a year round fairly straight road. That would be a vast improvement over what it is now!

As you all realize this two-mile section of road is a very rude awakening to the motoring public if the weather is a little bad. When a person breaks over the summit of the hill in either direction the driver is looking into a vast expance of nothing. You cannot possibly see the road in front of the car.

We wish to request again some type of improvement on this stretch of road.

Thank you.

H. C. Wright representing
Fossil City Council
Fossil Community Club
Fossil Volunteer Ambulance
City of Condon Chamber of Commerce

RECEIVED
FEB 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1971
OREGON
STATE HIGHWAY COMMISSION

b

CAPRICE IMPALA STATION WAGONS MONTE CARLO CHEVELLE CAMARO
CORVETTE NOVA VEGA CHEVROLET TRUCKS

NOTED
TOM EDWARDS

Impala Sport Coupe

Vega Coupe

RECEIVED
FEB 2 - 1971
FOR FILING

7849

January 29, 1971

Richard H. Ettinger, M.D.
Bend Memorial Clinic
409 East Greenwood
Bend, Oregon 97701

Dear Dr. Ettinger:

Thank you for your January 27 letter concerning the highway proposal in the Clarno area.

The public hearing was held after receipt of many requests for improvement in the existing route.

The Highway Commission is faced with two possibilities: One, improving the existing route as much as possible, or attempting to find a new location that could provide easier grades. They have taken no final action on the problem, and I will see that your letter comes to their attention.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
J. F. Putnam

BEND MEMORIAL CLINIC
PHYSICIANS AND SURGEONS
409 E. GREENWOOD BEND, OREGON 97701 382-2811

GENERAL PRACTICE AND OBSTETRICS
PATRICK L. CONNER, M.D.
C. J. RADEMACHER, M.D.
RICHARD C. ROBINSON, M.D.
STEWART TUFT, JR., M.D.

INTERNAL MEDICINE
JACK H. CROSBY, M.D.
RICHARD H. ETTINGER, M.D.
RICHARD H. WOODS, M.D.

INFANTS, CHILDREN AND ADOLESCENTS
E. G. EDWARDS, M.D.

EYE, EAR, NOSE, THROAT
LORANCE B. EVERS, M.D.

GENERAL SURGERY
BRADFORD N. PEASE, M.D.
NEAL A. GOLDSMITH, M.D.

ORTHOPEDIC AND FRACTURE SURGERY
ROBERT F. CORRIGAN, M.D.

PATHOLOGY CONSULTANTS
JAMES P. HOWBERT, M.D.
GEORGE D. McGEARY, M.D.

RADIOLOGY CONSULTANTS
CHARLES E. DONLEY, M.D.
FRANK R. KERKOCH, M.D.
THOMAS J. MULLER, M.D.

ADMINISTRATION
WILLIAM G. ELLIS, M.B.A.

January 27, 1971

Mr. R. L. Porter
Oregon State Engineer
Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

I have recently been informed of the proposed route of the Shaniko-Fossil highway #218 across the John Day River at Clarno. It is my firm opinion, after spending many years enjoying the recreational benefits of the Clarno area, that the new proposal would be detrimental to the area and should be seriously reconsidered.

So many places in our part of the state have been permanently damaged by the Highway Department's arbitrary decisions in the past. It would seem that more enlightened approaches to problems such as this are indicated.

Yours very truly,

Richard H. Ettinger, M.D.

RHE:mc

RECEIVED
JAN 28
OFFICE OF
STATE HIGHWAY ENGINEER

Mr Porter

RECEIVED
FEB 2 - 1971

78419

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

January 28, 1971

NOTED
R. L. PORTER

Dr. James G. Perkins
11404 S. W. Breyman Court
Portland, Oregon 97219

Dear Dr. Perkins:

I appreciate your recent letter concerning the hearing held at Clarno having to do with proposed highway improvements in that area.

The Highway Commission for quite a few years has received numerous requests for improvements in this section, and it is for this reason that the recent hearing was held in order to obtain public expression as to the most desirable route. The Commission will make no decision until all testimony given at the hearing has been carefully evaluated and until a thorough analysis has been made of all feasible alternates.

I am sure you understand that even though traffic volumes are comparatively light at Clarno, it is not good planning to construct a substandard facility. In some instances, this is the easy thing to do and many of the problems that are before us today can be traced to this type of action 30 or 35 years ago.

Your Commission is also very aware of its obligation along the lines of environmental conservation and will undertake no project that will cause any unavoidable natural disruption and, in this situation, will do nothing that will be in violation of the Scenic Rivers law.

Sincerely yours,

Glenn L. Jackson
Chairman

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GLJ:cjk

JAMES G. PERKINS, M.D.
11404 S.W. Breyman Court
Portland, Oregon 97219

January 4, 1971

Mr. Glenn Jackson,
Chairman,
Oregon State Highway Commission,
Oregon State Highway Building,
Salem, Oregon 97308.

Dear Mr. Jackson:

I feel that it is necessary at this time to bring to your personal attention the matter of the proposed relocation of State Highway 218 at Clarno and Porcupine Butte. Most of the local people at Clarno and I believe that the present site of the one-lane bridge and road is the only proper location for improvement. The proposals for relocated routes call for works which by their design and location would be disruptive to the environmental functions of the area, while improvement of the present location would benefit the local area. It would also improve through transportation. From the standpoint of local economics it would be a serious mistake to cause disruption of this part of the largest flood plain area on the John Day River. To improve traffic from one populated area to another is it reasonable to destroy the productive land between that is the reason for the existence of the populated areas? Should we have an additional route through crop land when one already there can be satisfactorily improved? The present route and bridge would still have to be maintained in order to serve the several ranch units in Clarno. Only one rancher there would benefit by constructing corridor 2.

In the whole world there is only approximately five percent additional food crop land as yet undeveloped, yet in this country alone we are destroying at a fantastic rate the land that is best suited for producing food for the future excessive population.

My wife's father, Frank C. Dillard, was a civil engineer in Medford and was probably known to you. He built some of Oregon's highways. His wife, Catherine, was born and lived on the land under threat at Clarno. They successfully resisted a destructive "improvement" about 25 years ago here. Ralph Cowgill, another one-time Medford engineer perhaps known to you gave us some valuable assistance six years ago which averted another disruptive plan by the Highway Division. In 1967 a member of the Army Corps. of Engineers who deals with river hydraulics, and just recently a professional consultant from Caldwell, Idaho have warned that the relocation designs being proposed would very likely convert the river's adjacent fields to dry lakes and gravel bars. Thus four qualified civil engineers, three of them disinterested, have advised against the Highway Division proposals.

Now we have two new laws -- the State Scenic Waterways Act and the National Environmental Policy Act of 1969 -- which specifically prohibit the kind of disruption of the environment that the division proposals would bring about. To say there is "no other way the improvement can be done" is to admit a lack of ingenuity that we should not tolerate in public servants. To continue in such an endeavor after both State and Federal laws have been made to prevent it exposes a condition of inertia and inflexibility of our agencies which could well destroy us.

I believe that conservation minded citizens and citizen groups will not allow the new State law or its meaning to be subverted and that attempts to ignore it may have serious public relations consequences. Most of us are aware of the public statements of concern that have been made by the President and the Governor on the loss of land to concrete and asphalt. Would it not be better for the Highway Commission to lead the way in conservation where it is so obviously possible and receive acclaim rather than disapproval?

I am enclosing copies of other correspondence to give you more details of the problem. I would be pleased to discuss this matter with you personally if this would help your understanding.

Sincerely yours,

James G Perkins

James G. Perkins, M.D.

JGP/tdc

Encl: Letter to the Editor, Oregonian, December 25, 1970.
Letter to State Engineer, Chris ~~Hooter~~ Wheeler, January 4, 1971.

cc: Robert Potter, Columbia Council of the Sierra Club, Oregon Outdoor Council, Sponsors of Oregon Scenic Waterways Act.

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

James G. Perkins, M.D.
11404 S. W. Breyman Court
Portland, Oregon 97219

January 4, 1971

Chris L. Wheeler
State Engineer
Water Resources Department
516 Public Service Building
Salem, Oregon

Dear Mr. Wheeler:

Thank you for your letter of December 16, 1970. I wish to say that I am certain you will do everything possible to administer those functions under your office in keeping with the intent of the Oregon Scenic Waterways Act. I have been impressed with your precision and judgment in dealing with matters of water rights.

It is my understanding from those who were involved in the composition of the act that their intent was to have it administered under the influence of a board of experts representing important environmental factors. The Fish Commission, Game Commission, Departments of Forestry and Agriculture, Water Resources Board, and the State Engineer were given roles. Citizen experts representing recreation, geology, ecology, and other conservation interests were felt to be desirable, but were not included in the final draft. They could be added to the staffs of the agencies if not already available. The purpose was said to be not only complemental expertise, but as well to modify the authority of the State Highway Commission in these Scenic Waterways areas. When one studies the details and framework of the act, these effects are evident. The Highway Commission has the framework, the Park Bureau and necessary access to federal money and is a logical administrator for parts of the act. There was a question whether the bill would have majority public support without this division of authority and rule making. The general public has a considerable feeling of distrust of the Highway Commission's methods and authority and is dismayed by the apparent ignorance of, or indifference to many of our obvious needs for conservation of land and other resources.

I agree that the matter of an improvement of Highway 218 at Clarno is under the jurisdiction of the Highway Commission. However, when a relocation site or the design of construction on any location will have adverse effects on the submerged, or submersible land and their attributes as defined in the new act, then, the office of the State Engineer has the function of administration and enforcement. This is specifically stated in Section 4(3) of the act. It is reaffirmed in the first sentence in Section 5(1) as an exception to the authority of the Commission.

I believe that in this respect, your office is an obligatory guardian of the flood plains. The words used do suggest mining, mineral and gravel dredging as kinds of modifying activities. However, "modification by--or by any other means" has to mean just what those words say. ~~Bank~~ Diked approaches to a bridge that narrow, choke, encroach upon, or obstruct the submersible lands will modify and cause progressive damage at flood time to these lands just as would gold or gravel dredging. The meaning is that destructive activity by any means is to be prevented.

It is a matter of major concern for all to understand that the different offices and agencies were given authority and advisory capacities, so that their special perspectives would result in conservation of the resources described in the act. The Highway Commission, which often becomes lost in the mechanics of moving traffic, would thus have its own perspectives beneficially broadened.

If any of these capacities are relinquished by the agencies, or dominated by the commission when the rules are composed, there may be a large and loud outcry from elements in the public and a move to change the administration of this act. Please note the enclosed copy of an editorial in the Oregonian of December 10, 1970.

Assurances that the commission will give careful consideration to our view do not reassure as our efforts at Clarno have so far been unrewarding. Three years ago we were not successful in obtaining any change in the destructive designs for the Corridor II Route. At the December 10 Corridor hearing, the right-of-way agent told me that after the Corridor was chosen the design features would be flexible! But, his answers to questions indicated that the Highway Division would not recommend structures that would span the distances required to clear the flood plains in either Corridor I or II. One can only conclude that these destructive designs are still in mind, and that the Division is attempting to ignore both the Oregon Scenic Waterways Act and Public Law 91-190, the National Environmental Policy Act of 1969.

If cost of construction is really an important factor in the needed improvement at Clarno, the least expensive way would be to widen the present bridge, straighten and reduce the grade over Porcupine Butte and leave the western approach level with the flood plain in its present location. This would provide an adequate passageway for through traffic, without harm to the environment, and it would benefit the local agricultural functions at Clarno. It would be the only legally permissible change in the existing structure.

Sincerely yours,

James G Perkins

James G. Perkins, M.D.

JGP:tdc

Enclosures: 1. Editorial, December 10, 1970, The Morning Oregonian
2. Copy of letter to the editor, December 25, The Oregonian

cc: State Water Resources Board, Department of Agriculture, Department of Forestry, Chairman of State Highway Commission, Robert Kern Potter, Kessler Cannon, Governor's Assistant for Conservation.

ban mass transit. No new programs can be initi- ly circle.

stead of re

The people's own c

Conflict remains

To the Editor: Cheers for the Oregon State Highway Commission for the appointment of a special supervisor for all commission activities having to do with the new Oregon Scenic Rivers law. I hope that this man has the sensitivity of a conservationist and not that of a bulldozer.

The preservation of the free-flowing character of these rivers and their submersible adjacent lands, wildlife, scenic, recreational and agricultural uses are all guaranteed by the new law. Their stewardship will be the responsibility of the new administrator.

Until change is more evident there is a "scenic rivers conflict" notwithstanding the letter of Dec. 17 from the state engineer, R. L. Porter.

In the corridor hearing at Clarno on Dec. 10 two possible new routes for crossing the flood plain and the John Day River were presented. Both would necessitate many violations of the Scenic Rivers law. The proposals were made after the law became confirmed; therefore, there is a conflict. Should either of these routes succeed, a precedent would be set and the meaning of the law as written would be subverted.

A number of proposals have been made during the past few years, one at least 25 years ago, for "modernizing" this highway at Clarno. These plans have all ignored the main functions of the area: Ranching, agriculture, recreation, scenery, and the other attributes now detailed in the law. The obvious and least expensive solution is to simply replace the present bridge with a wider one on the same site and to straighten and reduce the present grade over Porcupine Butte. Leave the western approach flat on the flood plain. Floods come about every 20 to 30 years, briefly, but they may be violent.

The improvement would benefit, not harm, the area. However, division plans call for dikes along and across the meadows to the bridge sites. These would narrow and obstruct the flood plains. The shift of the currents would change the channels and very likely would wash out the riverside meadows, forming a big ditch through a ruined, once productive ranching and recreation area. One route would disrupt a valuable spring, the other would ruin the swimming beach. Two independent engineering surveys have confirmed these probable consequences.

In the tedious struggle for an adequate solution at Clarno, I found no flexibility in the designs and no concern for these frightening prospects. Refusal to change the designs was justified because of "less cost of construction to the taxpayers." The greater and more important long range value of conservation to all was acknowledged but not given weight. There appeared to be no remedy. But, now there is.

Perhaps the Highway Commission's hands have been tied by protocol and by the federal highway agency which pays the money and makes its own rules. In scenic river areas at least, our state commission is no longer prevented from serving the cause of conservation and good sense. Federal agencies which could still apply negative financial pressure must be guided by the National Environmental Policy Act of 1969, Public Law 91-190, which declares many comforting things, including this:

" . . . to the end that the nation may attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintentional consequences."

JAMES G. PERKINS, M.D.,
11404 SW Breyman Ct.

'No. I priority'

To the Editor: I see that the upcoming session of the Oregon Legislature is already examining priorities for its consideration.

The No. 1 priority that should be considered is the immediate repayment, with accumulated interest, of the money illegally raided from the Veterans Loan Fund by the 1967 Legislature.

The immediate impact of an infusion of more than $13 million into the state's economy would be a welcome relief to the unemployment situation being suffered in the state.

Let's not let them confuse their priorities.

E. E. DAVIS,
2833 SE Harrison St.

'Hard to believe'

To the Editor: The answer to the recent editorial titled, "Curb the utilities?" is: You bet, and the sooner the better.

In reading this editorial it was hard to believe that the writer was unaware of the century-long history of fiscal manipulation and fraud that made it necessary for the public to be protected by regulatory bodies in the first place. "Government meddling" is a fancy phrase, but the fact is that had there been some "government meddling" in the affairs of the Penn-Central system in recent years the East might have had a good railroad rather than a hollow shell.

In the case here in Oregon, close ties between energy producing utilities on one hand, and the advertising-public relations and media on the other hand, mean that the energy-consuming public is paying for a double shuffle in between energy producing utilities on higher-than-necessary energy costs. The higher-than-necessary energy costs. The editorial argument about "load leveling" is specious. The recent and on-going campaigns of electric heat versus gas heat are selling energy, period. There are no interruptibility factors.

As a bill-paying user I resent this. I consider it an abuse of the franchise, and I hope that Public Utilities Commissioner Haley and his staff are able to curb it.

ANN HADLEY,
11270 NW Reeves St.

'Truly incredible'

To the Editor: Our governor has just recently described Vice President Agnew's address at Sun Valley as "an incredible misunderstanding of what the mood of America is."

If we would change the word "Ameri-

the small society

IS THAT THE TRUTH, KID? YOU REALLY LIKE ME FOR MYSELF?
BRICKMAN

Box 422
Fossil, Oregon 97830
January 25, 1971

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon 97310

Gentlemen:

This is to ask you to reconsider changing the unfinished Clarno road from its present site. Of course, improvements including a new bridge, are needed but it would seem that no drastic blasting of the scenic bluffs nor damming of the flood plain would be needed. These "dams" would wash out nearly every year.

I lived at the bridge (where Herb McKay now lives) for 26 years — and my husband, Donald H. McRae, for many more years than that. We saw many floods, a few of which were completely around our house. We appreciated it so much when the proposed supers on the present road were abandoned — and also when the spring was by-passed.

Thank you for "listening".

Sincerely,
(Mrs.) May G. McRae

MRS. RICHARD KOSTERLITZ
2605 S.W. HAMILTON STREET, PORTLAND, OREGON 97201

Jan 21, 1971

Dear Sirs:

Because of our concern for the preservation of the natural beauty of the John Day area at Clarno, we urge you not to interfere with this by any proposal of highway building there. We hope you will be responsive to the public interest on this matter.

Sincerely,
Mrs. R. Kosterlitz

JOHN W. BASSETT, M. D.
SURGEON
2231 LLOYD CENTER
PORTLAND, OREGON 97232
PHONES — 288-6121 OR 228-4175

16 Jan 1971

Oregon State Highway Commission

Gentlemen:

I am opposed to the highway plans at Clarno, Oregon. My son and I hunt there regularly. The highway there does not need rerouting. More good bottom land should not be sacrificed for a little traveled road.

Please reconsider the proposal change. Already we have used too much good land for highways and houses.

Yours truly -

John W. Bassett, M.D.

RECEIVED
JAN 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

Rt 1 Box 337-S
Cornelius Ore 97113
Jan 15, 1971

Oregon State Highway Commission
Or. State Highway Building
Salem, Ore.

Gentlemen:

It has come to my attention that the Highway Commission is planning to build a new bridge across the John Day River at Clarno which would be the sort of thing we all voted against when we voted for the

Oregon Scenic Rivers Act. Surely your engineers can design a bridge approach which would not disturb the flow of the John Day River. In truth since the law exists I think they *must* *not* disturb the flow of the John Day River.

Yours sincerely

Esther S Roth

(Mrs John G. Roth)

5560 S.W. 1__th Ave,
Beaverton Ore.
97005

Oregon State Highway Dept.
Salem Ore.
97310

Dear Sir,

I've heard of your plans to straighten out the section of highway near Elkton Oregon (on the [illegible] River). I agree with you in that a little bit of straightening is needed but I have heard some horrible rumors [illegible], like a proposal to go right Through Mr. McKey's barn and across the river OVER ~~the~~ swimming hole cutting Directly FHrough the [illegible] bluff. This is utter stupidity not only is it uneconomic it would ruin Mr. McKey as a farmer also any route which follows the river would destroy very ~~[illegible]~~ valuble farmland, ~~[illegible]~~ and could change river erosion from no problem to [illegible]. My suggestion is to keep the road the same past Mr. McKey's house then going straight building a new bridge then cutting just a tiny bit through the [illegible] ~~it~~ was making the road straighter and leveler

[illegible] [illegible] in case [illegible]

Richard

Bend, Oregon
January 10, 1971

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Dear Sirs:

Please reconsider the two suggested routes for the completion of the section of highway 218 at Clarno. It would appear that both corridor 1 and corridor 2 would be in violation of the Scenic Rivers Act.

The present route could be widened on the "Red Hill" portion (from the bridge on the Wheeler County side, on the west and east side of what is being called Porcupine Butte) without the loss of valuable hayland, and without fills across the flood-prone valley floor. A new two way bridge could be erected on the present site.

The people on both sides of the John Day need the improved road. However, it is my belief that more care should be taken not to destroy even one acre of productive, irrigated property, not to obliterate one of the few springs in the area, not to destroy a swimming area enjoyed by many for generations, and not to go against the wish expressed by many voters last November: that of keeping the John Day and other rivers in our State in *their* natural state.

Respectfully yours,
Marianne Mathews

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Bend, Oregon
January 10, 1971

State Engineer
Public Service Building
Salem, Oregon

Dear Sir:

Please reconsider your two suggested locations for the completion of the Clarno portion of the Shaniko-Fossil secondary highway 218. Either route, it seems to me, would be in violation of the Scenic Rivers Act. In addition, it would take 5 acres, perhaps more, of valuable hayland out of production forever in an age when such land is more precious than ever before.

I was raised in Clarno, and so I know the people there have waited many years for a good road. They are good people who would never deliberately hurt a neighbor or his land. Both the proposed routes divide a ranch's hayland. This hayland is already divided by the river. Does any rancher need additional obstacles?

Won't you please consider using the existing route, modifying the steep, hilly, curving grade up the "Red Hill", and constructing a new, two lane bridge on the present site?

Respectfully yours,
Marianne Mathews

RECEIVED
JAN 1
[illegible]
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

James E McNeil
RT 2 Bx 1210
Bend OR 97701

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

Russell L. Kiel
148 Wilmington
Bend, Or. 97701

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

K Nairn
644 E Seward ave
Bend Ore, 97701

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

L. M. Newman
1334 E. 5th
Bend, Or. 97701

[illegible]
[illegible] COMMISSION

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

John W. Wolfe
1633 Watson
Bend or. 97701

1-11-71

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over Porcupine Butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Ralph F. [illegible]

Very truly yours;

Rt 3 BOX 527
BEND. OR 97701

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

R Craig
234 E 10
Bend. Or 97701

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly youre;

Lewis M. Dutton
412 E. 10th
Bend Ore. 97701

R[illegible]D
[illegible] SSION

Oregon State Highway Commission
Oregon State Highway Building
Salem, Or. 97310

Dear Sirs:

This letter refers to the proposal of relocating the portion of Highway No. 218, Shaniko-Fossil Secondary Highway, where it crosses the John Day River at Clarno.

I feel that the proposed corridors 1 and 2 are in violation of the Scenic Rivers Act passed by the people of Oregon on November 3, 1970.

Please consider using the present route, with its existing right of ways. This route should be the most logical one, as the steep, winding portion of the highway traveling over porcupine butte on the eastern slope could be straightened and graded to a 6% grade. This route would provide the people of the area a good paved road without destroying any of the scenic and agriculture value of the area.

Thank you for your consideration.

Very truly yours;

Wayne E. Allen
1471 N. 3rd
Bend. Or 97701

DEC 29 1970

FOR FILING

7849

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1970

SUBJECT: Clarno Section
Shaniko Fossil Highway
Wheeler County

To: MEMO TO THE FILE

Subject project was reviewed this date with Tom Edwards and F. B. Klaboe and the following action was indicated: Initiate survey on Corridor I. Replace structure in present location or adjacent, and investigate possibility of utilizing existing piers without additional piers in river. West approach spans should be of slab span construction in order that grade may be revised in a second stage to span flood plain westerly of site. Typical section to be 12 foot lanes 4 foot shoulders. Design speed of 45 m.p.h. minimum. Survey should use photogrametric methods to maximum extent possible.

FRANK L. HALL
Design Engineer

By

GEORGE C. WILLS
Chief Locating Engineer

GCW:jg
cc: Tom Edwards
F. B. Klaboe
Ivan Merchant
L. H. Young
H. S. Coulter

NOTED
TOM EDWARDS

RECEIVED
DEC 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WHEELER COUNTY
Fossil, Oregon

LARENCE ASHER - COUNTY JUDGE
ORN COLLINS - COMMISSIONER
AYMOND GATES - COMMISSIONER
ORDON QUINN - ASSESSOR

ARLENE STEGNER - CLERK
GEORGE L. DUKEK - DIST. ATTY.
M. E. KEYS - SHERIFF
HAZEL C. QUINN - TREASURER

FOR FILING

7849

Sept 1, 1970

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☑ ENGR. ☑ [illegible] ☐ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Salem, Oregon

att: H. S. Cox, County & City Engineer

Dear Mr. Cox:

I am enclosing the agreement indicating Wheeler Countys' desire to cooperate with the Highway Division in regard to the proposed construction of the Clarno-Porcupine Butte section of the Shaniko Fossil (Ore 218) in Wheeler and Wasco County.

We have not made an inspection of the present bridge at Clarno but have noted the decking being loose which would indicate the possibility of the stringers being decayed to some extent. I believe we would require an inspection of the entire structure and replacement of any decayed timbers by the State before we would be agreeable to acceptance.

I have discussed the proposed routes with Judge Kortage of Wasco County and we both prefer the Corridor 1 which would be the Northerly route.

We appreciate very much your concern over this portion of road and hope funds will be available to start construction in the near future.

I am sure you will have the cooperation of both Wheeler and Wasco Counties.

Sincerely,

Clarence Asher

Wheeler County Judge

cc: Honorable O. W. Kortage

O. BOX 577
(503) 296-4656

Wasco County
COUNTY COURT
THE DALLES, OREGON 97058

O. W. KORTGE
JUDGE
WALTER CARTE
COMMISSIONER
J. A. UNDERHILL
COMMISSIONER

July 30, 1970

Mr. H. S. Cox
County and City Department Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

In regard to your letter of July 22, 1970, in which you wish to have Wasco County agree to accept responsibility for one mile of road at Clarno on the John Day River for maintenance after the State completes the new alignment that leads toward Fossil.

At this time, we would wish not to do so for one main reason, that is, it is approximately eleven miles away from our nearest county road and it would be extremely difficult for us to maintain, especially in the winter time for snow removal.

We know it is extremely desirable for this portion of the State Highway to be rebuilt and are willing to meet or correspond further as far as a trade is concerned, or even might be able to come to some agreement with Wheeler County to maintain this approximate mile of road for us. At least it is worth a meeting with all of the agencies concerned to discuss this problem.

Sincerely yours,

O. W. Kortge

O. W. KORTGE
County Judge

OWKlpp

RECEIVED
COUNTY & CITY SECTION
JUL 31 1970
☑ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

NOTED
FLOYD QUERY

cc F. B. Klaboe
V. D. Wolfe
J. F. Putnam, Division Engineer
H. S. Coulter, Division Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378--4514

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☑ ASSR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

July 22, 1970

Wheeler County Court
Courthouse
Fossil, Oregon 97830

Gentlemen:

The State Highway Commission is studying alternate corridor proposals to relocate the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway (Ore 218) in Wheeler and Wasco Counties, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow one of the corridors indicated on the attached map. The existing route, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed section of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Wasco County for the portions lying within that County.

Signatures in the appropriate space provided below will indicate that Wheeler will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed sections, if any, as local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by Wheeler County and State. If a meeting is desired to discuss the above, please notify this office immediately.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED 9-2 1970
COUNTY COURT OF Wheeler COUNTY
BY Clarence Fisher
COUNTY JUDGE

COUNTY COMMISSIONER
John Collins
COUNTY COMMISSIONER

Very truly yours,

R. L. Porter
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

PBA:lat
Att: Map

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
July 7, 1970

To: Mr. John R. Oakes
Assistant Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Clarno-Porcupine Section
Shaniko-Fossil Highway
Wasco and Wheeler Counties

Pursuant to your request a phase one liaison estimate has been prepared on subject section.

There will be no families or individuals displaced from their dwellings as a result of the construction of either corridor. There will be no business operations displaced as a result of either corridor. There will be no farm operations or non-profit organizations displaced as a result of the construction of either corridor.

The Right of Way estimate for the South corridor, including re-establishment of necessary fencing, is $12,000.

The Right of Way estimate on the North corridor, including fence re-establishment, is $8,000. Of this amount Right of Way evaluated $362 representing the purchase of 10.78 acres and necessary fence re-establishment has already been purchased.

If more information should be needed please advise.

Harold G. Brainerd
Harold G. Brainerd
District Right of Way Supervisor

HGB:ss

NOTED

7-1[illegible]-70
Sent copy to Tolman with [illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

CLARNO SEC.

SHANIKO - FOSSIL HWY.

PHYSICAL CHARACTERISTICS

	CORR. 1	CORR. 2
LENGTH, MILES: Comparative	2.5	2.5
LENGTH, MILES: Construction	2.3	2.5
TOTAL CENTRAL ANGLE	154°	240°
TOTAL NO. OF CURVES	6	8
MAXIMUM CURVE	7°	6°
NO. OF MAX. CURVES	3	1
MAX. CENTRAL ANGLE, 1 CURVE	39°	54°
MAXIMUM GRADE	7%	6%
LENGTH MAX. GRADE	1,200'	250'
LENGTH [illegible] GRADE OR OVER	6,700'	600'
TOTAL RISE & FALL	499'	157'
HIGHEST GRADE ELEVATION	1,530'	1,370'

COST SUMMARY

	CORR. 1	CORR. 2
GRADING & PAVING	$590,000	$580,000
STRUCTURES	310,000	350,000
RIGHT OF WAY	10,000	15,000
ESTIMATED CONSTR. COST	$910,000	$945,000

291

NOTED
H. S. COX

FORM 2-90X—80M—1-66 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 20, 1966

SUBJECT: Clarno-Porcupine Butte Section
Shaniko-Fossil Highway
Wasco-Wheeler County

To: Mr. H. S. Coulter
Assistant Division Engineer

DIVISION V

In line with our telephone conversation of this date on the above subject, will you please contact the affected people to determine their attitude toward our latest relocated line on this section.

As indicated by telephone, if after conferring with the people they still wish a public hearing to make their feelings a part of the official record, we will take the necessary steps to hold one.

Mr. Morelock is forwarding to you the maps you will need to discuss the location.

ORIGINAL SIGNED
VICTOR D. WOLFE
Victor D. Wolfe
Administrative Assistant

VDW:mc

cc R. L. Porter
F. B. Klaboe
J. E. Morelock
✓D. N. Harwell

RECEIVED
JUN 21 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

7850 Tideport Slide Sec. of the Fishhawk 1972
Falls Hwy. south of Jewell
(Slide correction)

7352 STATE COPY

4-4-74

U.S. D[illegible]RTMENT OF TRANSPORTATION
FED[illegible]L HIGHWAY ADMINISTRATION

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT

REGION NO. 10

REPORT NO. 4

COUNTY Clatsop

DIVISION Oregon

DATE OF REPORT 4/4/74

REPORT MADE BY P. V. Riedl, Area Engineer

PROJECT NO. ER-265(1)

COMPLETION DATE 8/16/73

ACCEPTANCE DATE BY CONTRACT AGENCY 10/10/73

TIME ELAPSED 95 %

CONTRACT TIME 165 days

APPROVED EXTENSIONS

LOCATION Fishhawk Falls Highway approximately 2.2 miles south of Jewell, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 09 1974
REGIONAL OFFICE

APR 10 1974 4-10-74 cy Const.

JEWELL-TIDE PORT SECTION
FISHHAWK FALLS HIGHWAY
Clatsop County

The project consisted in the temporary and premanent restoration consisting of debris removal, replace bridge column, excavate cut slide material, place surfacing asphaltic concrete pavement, install culvert and perforated drains and provide temporary traffic control.

Project Data: This project resulted from abnormally heavy rainfall with accompanying stream flooding and saturation of the soil causing the following damage:

MP 0.02: Flood waters in Fishhawk Creek carried brush, logs, etc., downstream and much of the debris lodged against the columns of the highway structure with resulting scour causing the failure of one column. The column was held in place by the debris and the failure was discovered upon removal of the debris. The loss of this column forced traffic to be restrâcted to one-way movements crossing the bridge.

MP 2.2: The sliding of a large earth mass above the roadway caused a heaving of a portion of the pavement to the extent that signing and barricades were necessary for the safety of the traveling public.

NOTED
H.S. COULTER

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE Original signed by P. V. RIEDL

TITLE P. V. Riedl Area Engineer

DATE 4/8/74

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

SIGNATURE Original signed by G. K. Hossner Dist. Engineer

TITLE G. K. Hossner District Engineer

DATE APR 09 1974

FORM [illegible] (12-73) FORMELY PR-33E [illegible] Editions Of PR-33E Will Not Be Used.

The above necessitated the following work:

1. Preliminary Engineering All Phases.
2. Temporary repairs at MP 0.02 consisted of removing debris lodged against the structure and restoring the highway to two-way traffic across the structure which required State forces to drive two steel piles through the deck and patch the deck upon completing the work. Also at MP 2.2 the heaved roadway area was excavated and backfilled with pit-run rock and temporarily surfaced with premix to establish reasonably safe two-way traffic through the area. Enough of the slide material was removed to reestablish the roadside drainage ditch and the slide area was cleared of danger trees.
3. Permanent repairs at MP 0.02 were completed along with the temporary repairs, whereas, at MP 2.2, permanent restoration involved clearing the slide area, excavating slide material to partially unload the slide area and constructing a rock inlay at the toe of the cutbank to balance amount of unloading, installing culvert and perf. pipe, place base and shoulder rock and AC pavement.

The major quantities or cost items generating the estimated cost of the repairs are as follows:

Preliminary Engineering	$5,125.06
Temporary Repair	
Labor	6,296.12
Equipment	2,739.75
Material	193.44
	$9,229.31

Permanent repairs at MP 2.2 (Tide Port Slide Section) was completed on a contract basis.

This work consisted in the removal of slide material, construction of a rock inlay, roadbed grading, construction of aggregate base and asphaltic concrete pavement.

This work was completed on August 16, 1973 with 11 days of contract time remaining.

Total final costs including engineering, contingencies and State force orders is $112,596.79

The explaination of overruns and underruns are on file in the Division office.

7850 -

5

STATE COPY

MONTHLY TRANSACTION NUMBER 11-10-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clatsop
MODIFICATION NUMBER 1	10-29-73	PROJECT NUMBER ER-265(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 21, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 109,977	$ 124,469
Federal Funds	$ 109,977	$ 124,469
Other revisions		

This modification is made for the following reasons:

The increase and changes in quantities of bid items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of October, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

for G. L. Green

By

(Title)

By

(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. ER-265(1)

JEWELL-TIDE PORT SECTION OF THE FISHHAWK FALLS HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, October 24, 1973

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code X001
Temp. & Perm. Repairs (MP 0.02)

Labor	All Required	$ 1,700.00
Equipment	All Required	600.00
Material	All Required	45.00
	Total	$ 2,345.00

Type Code 6201
Temporary Repairs (Tide Port Slide)(MP 2.2)

Labor	All Required	$ 3,005.00
Equipment	All Required	1,450.00
Material	All Required	300.00
	Total	$ 4,755.00

Type Code 6201
Permanent Repairs (Tide Port Slide)(Sta. 9+50 to Sta. 14+00)

Temporary Protection and Direction of Traffic	All Required		$ 10,500.00
Clearing and Grubbing	All Required		7,000.00
General Excavation	cu.yds.		P.A. 4
Rock Inlay Material	2,020 cu.yds.	5.00	10,100.00
*Trench Excavation	206 cu.yds.	5.00	1,030.00
Finishing Roadbed and Slopes	All Required		600.00
Watering	30 M-gal.	7.00	210.00
Coarse Aggregate Base	tons		P.A. 2
3/4" - 0 Aggregate Base	tons		P.A. 1
Class "B" Asphalt Concrete	200 tons	22.50	4,500.00
*12-inch Culvert Pipe	80 lin.ft.	7.50	600.00
8-inch Drain Pipe	150 lin.ft.	4.50	675.00
12-inch Drain Pipe	160 lin.ft.	5.50	880.00
Special Filter Material in Drains	lin.ft.		P.A. 5
Roadside Seeding and Mulching	2 acres	600.00	1,200.00
			$ 37,295.00

Additional Items

Flagging (60% of Contractor's Cost) E.W.O. 1	All Required		$ 1,800.00
Temporary Erosion Control	All Required		200.00
3/4" - 0 Aggregate Base P.A. 1	205 cu.yds.	14.60	2,993.00
Coarse Aggregate Base P.A. 2	556 cu.yds.	14.75	8,201.00
General Excavation P.A. 4	22,335 cu.yds.	1.54	34,395.90
Special Filter Material in Drains P.A. 5	102 cu.yds.	10.90	1,111.80
Rock Inlay Material P.A. 6	2,260 cu.yds.	5.00	11,300.00
Slide Removal Excavation P.A. 6	395 cu.yds.	2.50	987.50
Ditch Excavation and Smooth Cut Slopes E.W.O. 2	All Required		505.80
			$ 61,495.00
	Subtotal		$ 98,790.00
	Engineering		9,879.00
	Total		$108,669.00

*Increase in quantity of bid item.

Type Code ROW
Right-of-Way (Sta. 8+00 to Sta. 15+50)

Rights-of-Way	All Required	$ 2,790.00
	Subtotal	$ 2,790.00
	Acquisition Expense	910.00
	Total	$ 3,700.00

Length of Project - - - - - 2.2 miles intermittent

Summary of Funds

Description	Total Cost	Federal Funds
P. E.	$ 5,000.00	$ 5,000.00
Temp. & Perm. Repair	2,345.00	2,345.00
Temp. Repair	4,755.00	4,755.00
Perm. Repair (Contract)	108,669.00	108,669.00
R.O.W.	3,700.00	3,700.00
Total	$124,469.00	$124,469.00

Prefixes: 138-1448 P.E.
104-4463-144N or 109 E.
104-4463-145C
104-2506 R/W
104-1012

Group 1 - 100%

Contract No. 7850

#7850

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-1-1	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-21-72	TE Oregon
		COUNTY Clatsop
PROJECT REPORT NO. 5		PROJECT NO. ER-265(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Jewell, S. 2.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	0.05
RIGHTS-OF-WAY	8-9-72	
CONSTRUCTION	11-8-72	0.05
OTHER *(Specify)*		

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $109,977.00	FEDERAL FUNDS $109,977.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

G. L. Green (Division Engineer)

Date executed by Division Engineer DEC 21 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. ER-265(1)

JEWELL-TIDE PORT SECTION OF THE FISHHAWK FALLS HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, December 11, 1972

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 5,000.00

Type Code X001
Temp. & Perm. Repairs (MP 0.02)

Labor	All Required	$ 1,700.00
Equipment	All Required	600.00
Material	All Required	45.00
	Total	$ 2,345.00

Type Code 6201
Temporary Repairs (Tide Port Slide) (MP 2.2)

Labor	All Required	$ 3,005.00
Equipment	All Required	1,450.00
Material	All Required	300.00
	Total	$ 4,755.00

Type Code 6201
Permanent Repairs (Tide Port Slide)(Sta. 9+50 to Sta. 14+00)

Temporary Protection & Direction of Traffic	All Required		$ 10,500.00
Clearing and Grubbing	All Required		7,000.00
General Excavation	21,000 cu.yd.	1.55	33,480.00
Rock Inlay Material	2,020 cu.yd.	5.00	10,100.00
Trench Excavation	175 cu.yd.	5.00	875.00
Finishing Roadbed & Slopes	All Required		600.00
Watering	30 M-gal.	7.00	210.00
Coarse Aggregate Base	870 ton	9.80	8,526.00
3/4" - 0 Aggregate Base	440 ton	9.50	4,180.00
Class "B" Asphalt Concrete	200 ton	22.50	4,500.00
12-inch Culvert Pipe	66 lin.ft.	7.50	495.00
8-inch Drain Pipe	150 lin.ft.	4.50	675.00
12-inch Drain Pipe	160 lin.ft.	5.50	880.00
Special Filter Material in Drains	145 cu.yd.	11.00	1,595.00
Roadside Seeding & Mulching	2 acre	600.00	1,200.00
			$ 84,816.00

Flagging (60% of Contractor's Cost)	All Required	$ 600.00
Temporary Erosion Control	All Required	200.00
		$ 800.00
	Subtotal	$ 85,616.00
	Engr. & Cont.	8,561.00
	Total	$ 94,177.00

Type Code ROW
Right of Way (Sta. 8+00 to Sta. 15+50)

Rights of Way	All Required	$ 2,790.00
	Subtotal	$ 2,790.00
	Acquisition Expense	910.00
	Total	$ 3,700.00

Length of Project - - - - - 2.2 miles Intermittent

Summary of Funds

Description	Total Cost	Federal Funds
P.E.	$ 5,000.00	$ 5,000.00
Temp. & Perm. Repair	2,345.00	2,345.00
Temp. Repair	4,755.00	4,755.00
Perm. Repair (Contract)	94,177.00	94,177.00
R.O.W.	3,700.00	3,700.00
Total	$ 109,977.00	$109,977.00

Prefixes: 138-1448 P.E.
104-4463-144N or 109 E.
104-4463-145C
104-2506 R/W

Group 1 - 100%

Contract No. 7850

Prefix: 104-1012

7850

s

October 19, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 18, 1973, we wrote to you concerning release of final payment on Contract No. 7850 awarded to Harry Claterbos Company for slide correction on the Tideport Slide Section of the Fishhawk Falls Highway in Clatsop County.

Final payment on this contract is $4,857.04 and the total contract amount is $99,447.18 including $2,306.47 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
R. M. Graham, Assistant Manager

td

cc Harry Claterbos Company
Route 1, Box 984
Astoria, Oregon 97103

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek

C. O. Fredrickson

7850

October 16, 1973

TO Oregon Transportation Commission

FROM
A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7850 , Work Completed August 16, 1973

Project Tideport Slide

Highway Fishhawk Falls , County Clatsop

Type of Work Slide Correction

Contractor Harry Claterbos Co.

Recommended Acceptance Date October 10, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head
A. E. Johnson
M. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7850

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tideport Slide

WEEK ENDING: 10-13-73

SECTION PREFIX: 104-1012-900

HIGHWAY: Fishhawk Falls

COUNTY: Clatsop

NAME OF JOB: Tideport Slide

KIND OF WORK: Slide Correction

CONTRACTOR: Harry Claterbos Co

CONTRACT NUMBER: 7850

FEDERAL AID PROJECT NUMBER: ER-265(1)

DATE OF CONTRACT: 12-6-73

DATE WORK STARTED: 3-19-73

ESTIMATED COMPLETION DATE: 8-16-73

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 170

CALENDAR DAYS USED: 159

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95%

PROJECT AUTHORIZATION: $ 98,030.32

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 89,460.72

ENGINEERING AUTHORIZATION: $ 8,561.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,600.00

ENGINEERING COST TO DATE: $ 8,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 114%

DATE PROJECT WAS COMPLETED: 8-16-73

ESTIMATED PERCENT: OVERRUN UNDERRUN: 15.8%

PERCENT OF AUTHORIZATION: 100.4%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			-
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.09	0.09			-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,260 c.y.	852 c.y.			200 ton
TOTAL QUANTITIES CORRECTED TO DATE	26,609 c.y.	760 c.y.			176 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	26,609 c.y.	760 c.y.			176 ton
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Partly Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy/Light Rain			
THURSDAY	Cloudy/Light Rain			
FRIDAY	Cloudy/Light Rain			
SATURDAY				

Kenney K
Bond
Jackmond
Hardt
Johnsen
Walker
Seafeld
Glenn
Berg

RECEIVED
OCT 15 1973
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Installation of horizontal drains by state forces completed this week, all work on project and paper work completed. Final weekly report

SIGNED C. Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7850

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Overrun Authorization
Tideport Slide Section
Contract No. 7850

An overrun of the authorization for this project is anticipated. The project covers stabilization of a cut slide on a 450-foot long section of the Fishhawk Falls Secondary and is a 100 percent federally funded Emergency Relief Project. The present estimated cost is $112,240.11, indicating an overrun of $14,209.79 or 14.5 percent. Harry Claterbos Company of Astoria is the contractor.

The major reason for this overrun is work done under Price Agreement No. 6 which had to be added to the project with the concurrence of the Federal Highway Administration. In mid-July, when the planned excavation was about complete and ready for the rock inlay backfill and drainage system, additional movement occurred in the cut slope. Our corrective plan had to be modified, requiring more excavation and inlay material. An unanticipated $2,500 was also authorized for installation of horizontal drains by State forces.

I recommend that the project authorization be increased to a new total of $112,240.11. Your approval is recommended.

This matter will be on the agenda for your consideration at the October 24 meeting.

bc Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson

Chet Anderson
V. L. Gallagher
Robert Whipps
Gary Sund

JAB:fw/FBK:ja

Form A-105—5M

STATE COPY

G-1P

EFFECTIVE DATE 8-16-73
Contingent upon modificati... of pro-
...ement if additional f... are
...d

EGON STATE HIGHWAY DEPARTME

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

8-16-73

Project Name Tideport Slide ~~Section~~

Date August 14, 1973

Highway Fishhawk Falls

Contract No. 7850

F. A. Project No. ER-265(1)

County Clatsop

Prefix 104-1012-~~900~~

Account No. 234-01

Description of Work To Be Done: Install perf pipe in bottom of the deepened diversion ditch located above the cut slope. Also backfill the very lower portion of the ditch with filter material.

Location by Station Numbers: Rt Sta. 12+00-13+50±

Estimate of Quantities and Costs:

Labor	5 men, 2 days, 8 hrs./day + 3 hrs. OT	$ 830.00
Materials	@10" perf pipe 160 ft.	$ 320.00
	filter material 100 c.y.	$ 0.00
Equipment		$ 502.00
	Total	1652.00

Explanation: The diversion ditch is constructed in clay material and it is likely that this winter portion of the XXXXX ditch cut slope will sluff and block the ditch channel creating unwanted ponding which would tend to further saturate the material in the cut slopes above the roadway. Placement of a perfpipe and backfilling the very lower porti of this ditch would drain ponds if the ditch becomes blocked.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 98,030.32
Present estimate of project cost, including $ 1652.00 for work under this order	$ 110,652.00
Expected ~~under-run~~ over-run (amount)	$ 12,621.68
Expected ~~under-run~~ over-run (per cent)	12.9 %

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Asst. Division Engineer

Approved:
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~
Constr. Engr.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing

JK

7850

5

September 10, 1973

TO	G. L. Green, Division Engineer Federal Highway Administration	Federal-aid Project No. ER-265(1)
FROM	L. H. Young Office Engineer	
SUBJECT	Request Change Order Approval	

Contract 7850, State Force Order No. 2

Project Tideport Slide

Highway Fishhawk Falls

County Clatsop

This order covers the cost of installing horizontal drains in the cut slope right of station 12+00 to drain a spring area. Installation of these drains will lessen the possibility of slides in this area. Installation of these drains by the State Forces is in the Public interest as the State has the special equipment and trained personnel to perform this work most economically.

Copies of the Engineer's letter of explanation is attached.

The estimated cost of this work is $2500.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 21, 1973.

Your approval as of August 21, 1973 is requested.

Attach.

BMW:dgk

.7850

Form E-372 (Rev. 12-70)

5

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Tideport Slide

Date Sept. 4, 1973

Highway Fishhawk Falls

Contract No. 7850

County Clatsop

Kind of Work Slide Correction

Contractor Harry Claterbos Co.

	Authorized	Estimated
Contract Amount	$84,816.00	$ 83,012.71
Anticipated Items	$ 800.00	$ 1,800.73
Contingency (4½%)	$ 3,852.72	$ 18,826.67
Engineering	$ 8,561.60	$ 8,600.00
Credits	-	-
PROJECT COST	$98,030.32	$112,240.11

NET INCREASE $ $ 14,209,79 OR 14.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-24-73

	Expected Amount	Net Change
Item 3, General Excavation (c)	$34,390.66 (overrun)	$ 910.66
Item 9, ¾-0 Aggregate Base (c)	$ 2,979.86 (underrun)	$1200.14
Flagging (A)		$1200.73
	$ 800.78 (overrun)	[illegible]
PA # 3, Construct random fill and install new culvert pipe (U) (non participating item)		$1852.00
PA # 6, Remove excess slide material, smooth and seal cut slope and extend rock inlay blanket up cut slope 25± feet (U)		$12,276.00
SFO # 1, Install perf pipe in bottom of deepened diversion ditch located above cut slope and back fill lower portion of ditch [illegible] with filter material (U)		$ 1,652.00
SFO # 1, Install horizontal drains in cut slope (U)		$ 2,500.00

Principal reasons for overruns (Continue on reverse side):

Item 3, General Excavation - Initial extimate of excavation quantity low.

Item 9, ¾-0 Aggregate Base - Weather conditions and method of staging work did not require use of allotted amount of ¾-0 aggregate for surfacing detour. (over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by C. Anderson
Resident Engineer

Noted by Adm.
Construction ~~or Bridge~~ Engineer

Confirmed by
Asst. Regional Engineer

Noted by
~~Asst Deputy~~ or State Highway Engineer

SP*68727-734

Principal Reasons for Overruns (continued)

Flagging - Method of staging work and close proximity of work to existing roadway required use of flagman throughout life of project. Initial estimate of amount of flagging needed was low.

PA #3 - Non participating item, existing culvert pipe rusted-out at one end, installed new pipe and revised drainage pattern at inlet. Essentially an unanticipated maintenance item accomplished while contractors equipment and forces were available.

PA #6 - Upon completion of essentially all excavation work a slide developed in the cut slope requiring further unanticipated corrective work.

SFO #1 - A perf pipe and filter material were installed below the diversion ditch constructed above the cut slope to provide more positive cut off of sub-drainage and drainage of any ponding that may develope in the diversion ditch due to "sluffing off" of the ditch cut slopes.

SFO #2 - Horizontal drains installed in "spring areas" which developed in the cut slope. These drains installed to help lesson the possibility of slides occurring in the cut slope this winter.

7850

STATE COPY

s

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 27, 1973

TO G. L. Green~~, Division~~ Engineer
~~Federal~~ Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7850, Work Completed August 16, 1973

Project Tideport Slide

Highway Fishhawk Falls

County Clatsop

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 21, 1973

Conditions not acceptable: Contract work completed - State will review for placing horizontal drains by State forces.

G. K. Hossner
for G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
AUG 31 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S.COULTER

9-4-73
cy Constr.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7850

STATE COPY

8-21-73

OSHD (Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 3	COUNTY Clatsop	DIVISION Oregon
DATE OF INSPECTION 8/21/73	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. ER-265(1)

IN COMPANY WITH
See below

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 95 %	WORK COMPLETED 10 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

JEWELL-TIDE PORT SECTION of the FISHHAWK FALLS HIGHWAY
TIDE PORT SLIDE
Slide Correction

A final inspection was made 8/21/73 with the following people in attendance:

COPY SENT

SEP 13 1973

Harry Claterbos, Contractor
Jim Morrall, Contractor's Supervisor
O. B. Jackmond, Field Construction Engineer
L. Litchfield, Region Operations Engineer
E. Everton, District Engineer
C. Anderson, Resident Engineer
P. V. Riedl, Area Engineer

The project was satisfactorily completed on August 16, 1973 with 11 days of contract time remaining.

A State force order for placing horizontal drains in the slide area is being prepared for a cost of approximately $2,500.00. It is recommended that this be approved. Water is flowing from the slide area at this time and as this is the dry time of year the water will certainly increase causing an additional slide problem. Therefore it is recommended that horizontal drains be placed to drain the area.

The materials incorporated into the project are in substantial compliance with the specifications.

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

9 14 73

NOTED
H. G. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7850

August 7, 1973

Harry Claterbos Company
Route 1, Box 984
Astoria, OR 97103

Gentlemen:

We have reviewed your request for a five-day extension of time on Contract No. 7850 for work on the Tideport Slide Section of the Fishhawk Falls Highway in Clatsop County, as a provision of Price Agreement No. 6.

Considering the significant work added by this price agreement, the requested five-day extension is granted on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Chet Anderson
V. L. Gallagher

JAB:fw dpy

7850

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 7, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Tidepool Slide Section
Fishhawk Falls Highway
Contract No. 7850

Harry Claterbos Company, contractor on the subject project, has requested a five-day extension of the contract time on this project. This time extension request was part of a recent price agreement negotiated with the contractor for additional work to correct a new slide movement in the work area. Bids were opened on this project November 30, 1972, with 165 calendar workdays allowed.

The contract work was interrupted by a new slide movement in the work area about July 11 and the contractor was given a stop work order from July 12 through 16 while this new problem was analyzed and a corrective plan determined. This has been done and the added corrective work is covered by Price Agreement No. 6 in the amount of $11,000. On just a time-money basis, the $11,000 Price Agreement No. 6 compared to the original contract package would justify 21 days extension.

I have granted a five-day extension of time on this project. This is an ER project and we have the tentative concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head Gary Sund
G. M. Baldwin Bob Whipps
A. E. Johnson
H. S. Coulter JAB:fw dpy
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER
OK
HSC

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1973

SUBJECT: Request for Time Extension
Tideport Slide Section
Contract No. 7850

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

This is a slide correction ER project on the Fishhawk Falls secondary with Harry Claterbos Company as the contractor. The contract work was interrupted by a new slide movement in the work area about July 11 and the contractor was given a stop work order from July 12 through 16 while this new problem was analyzed and a corrective plan determined.

This has been done and the added corrective work is covered by Price Agreement No. 6 in the amount of $11,000. As a part of this price agreement, the contractor requested an additional five days contract time (making a new total of 170). This is a very reasonable amount of time for the added work and the price agreement has been approved with this time statement included thereon.

We now have to recognize this five-day extension by our usual time extension procedure. Bids were opened on this project November 30, 1972 which was so late in the year that it was not intended that the work be started or accomplished until this year. The 165-day count started March 1, 1973. Prior to the development of the new slide break July 11, the contractor had been making very good progress and had accomplished about 30 percent of the contract money amount in the two weeks prior. On just a time-money basis, the $11,000 price agreement 6 compared to the original contract package would justify 21 days extension.

FHWA has given us the usual "half-slip" tentative approval of Price Agreement 6. Their concurrence in the additional time will be secured with their formal approval of the price agreement.

It is now estimated that the project will be completed by mid-August within the proposed 170 day total. Rough draft letters to the Transportation Commission and the contractor confirming the five-day extension are attached.

RECEIVED
AUG 3 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

FA No. ER-265(1)

Contract No. 7850 Section Tideport slide

Funds in Author. $ 0

Type Revision PA No. 6 Amount $ 11,000

Status Total Project Author.: Over 11.2% $ 10,970 Under ___% $ ___

Explanation (why) and Comments Remove excess slide material. Furn & install rock inlay to blanket cut slope approx 20' higher than orig plan

Est. increase ~~decrease~~ in cost $ 11,000

Method of Payment unit Prices

Discussed Asst. Constr. Engr. ___

Price checked by Cost Analyst Yes

Discussed with Riedl on 7-27-73 by Pease

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER

☒ PARTICIPATING ☒ WITH COST JUSTIFICATION

☐ NON PARTICIPATING ☐ WITH SUPPORTING DAT

☐ TENTATIVE APPROVAL TO PROCEED ___

5

7850

FORM PR-33A
(REV. 3-68)

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

4-17-73

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No. 10	Report No. 1	County Clatsop	Division Oregon
Date of Inspection 4-17-73	Inspection Made By P. V. Riedl, Area Engineer		Project No. ER 265(1) -# 7850

In Company With
Ted Litchfield, Reg Const Engr and Bryant Jackmond, Const Field Engr

Location
Tide Port Slide Section of the Fishhawk Falls Highway approximately 2.2 miles wouth of Jewell, Oregon.

COPY SENT

Contractor Name and Address
Harry Claterbros Co., Route 1, Box 984, Astoria, Oregon 97103

APR 24 1973

REGIONAL OFFICE

Award Date 12-6-72	Contract Amount $84,816.00	Time Allowed 165	Time Started 3-1-73	Work Started 3-19-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 27 %	Work Completed 3%	

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Storm damage repairs	6201	-			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

Info
Moves
[illegible]
[illegible]
[illegible]
[illegible]
File
FOR
REFER TO
APR 25 '73
RECEIVED
STATE HWY ENGR

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

JEWELL - TIDE PORT SECTION OF THE FISHHAWK FALLS HIGHWAY
TIDE PORT SLIDE
Slide Correction

The project work consists of repairing the damage caused by the storm and subsequent drainage on the subject highway at MP 2.2.

Temporary repairs have been made and this contract is for permanent repairs consisting of the removal of slide material, construction of a rock inlay, roadbed grading and construction of aggregate base and asphalt concrete pavement.

1. Work Completed

Clearing and grubbing 50% Complete

4-25-73
Constr
[illegible]

2. Work in Progress

None - Weather conditions too adverse for performing any work.

NOTED
P. S. [illegible]

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

The contractor began construction on March 19, 1973 consisting of clearing the slide area. Adverse weather has temporarily stopped all work.

The estimated completion date is August 10, 1973. The number of calendar days allowed is 165 days. The contract time used to date exceeds the percent complete however there is adequate time to complete the project. Therefore the progress of work is considered satisfactory.

The required signs and posters are placed on the project.

RECEIVED
OCT 25 [illegible]
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7850

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE October 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
November 30 Bid Letting

Bids will be taken November 30 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Highway, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garfield St.-High St. (Eugene) Section
   Pacific Hwy. West, Lane County
   Signals Project

   Same as No. 1.

3. N.E. 166th Ave.-N.E. 190th Ave. Section, FAS 730
   (N.E. Halsey St.), Multnomah County
   Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting.

4. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

5. Fern Rock Creek-S. Fork Gales Creek Section
Wilson River Hwy., Washington County
Slide Correction Project

Same as No. 1.

6. Tide Port Slide Section, Fishhawk Falls Hwy.,
Clatsop County
Slide Correction Project

Same as No. 1.

7. Deadmans Pass Slide Section, Wilson River Hwy.,
Tillamook County
Slide Correction Project

Same as No. 1.

8. Butler Bridge Slide Section, FAS 534, Lincoln County
Slide Correction Project

Same as No. 1.

9. Willamette River-Orleans Section, Corvallis-Lebanon
Hwy., Linn County
Slope Protection Project

Same as No. 1.

10. Mt. Hood Hwy. at S.E. 136th Ave., Mt. Hood Hwy.
Multnomah County
Signals Project

Same as No. 1.

11. Cape Lookout State Park, Tillamook County
Utility Building

Same as No. 1.

12. South Beach State Park, Lincoln County
Utility Building

Same as No. 1.

13. Jessie M. Honeyman State Park, Lane County
Day Use Improvements

Same as No. 1.

JDM:jp ia

bc C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
Gary Sund
Gary Ross
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson

FORM 2-30 (REV. 10-69)

7850

RECEIVED
STATE HWY ENGR

SEP 22 '72

REFER TO

FOR

Info	ves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 21, 1972

SUBJECT: Right of Way Status
E. R. 72 Project
Bid Opening October 26, 1972

To: L. H. Young
Programing Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired with the exception of the files listed following the name of the project:

Tide Port Slide Section

File 47350
47351
47352
47353

We expect to have possession and all rights of entry and rights of access, if necessary of these files prior to the date we request Federal Highway Administration concurrence in the award of the contract.

The circumstances with respect to acquisition or right of occupancy and use of a few parcels warrant proceeding with advertisement for bids on the basis it will be in the public interest to do so in advance of completion of the acquisition of the rights of the said few parcels. There is no relocation involved on this project.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7850

TO Oregon State Highway Commission

DATE September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy,
Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway
Section, North Santiam and FAS 679, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec.,
Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section,
Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend)
Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section,
La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

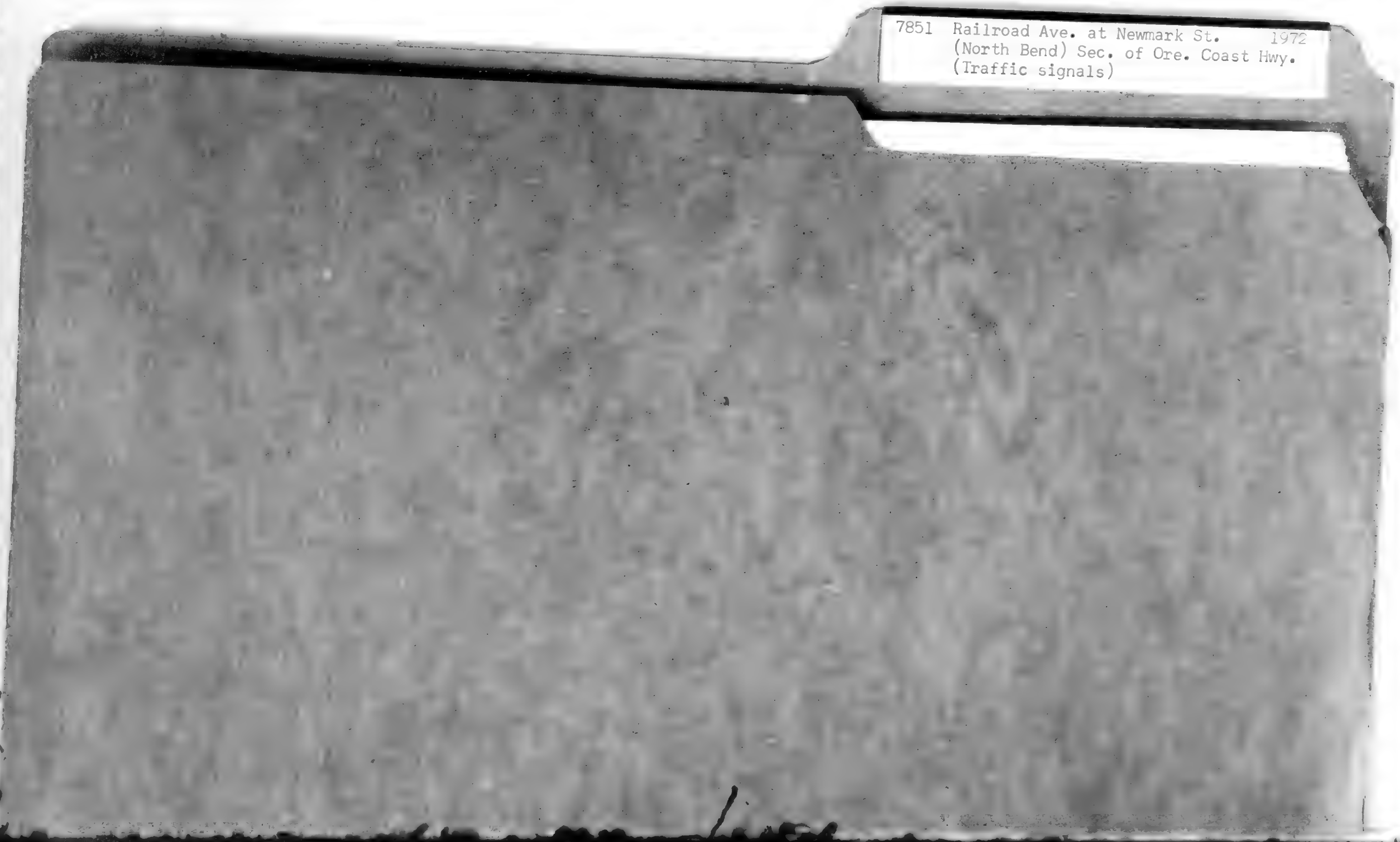
Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross



7851 Railroad Ave. at Newmark St. 1972
(North Bend) Sec. of Ore. Coast Hwy.
(Traffic signals)

C+A 4497 - 6/18/72

7851

December 21, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On December 12, 1973, we wrote to you concerning release of final payment on Contract No. 7851 awarded to Hamilton Electric, Inc., for a traffic signal at Railroad Ave. and Newmark St. in North Bend on the Oregon Coast Highway.

Final payment on this contract is $1,335.30 and the total contract amount is $26,733.11, including $23.11 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js
cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V.E. Skoog
Attn: Dick Hacek
A. Shirley

7851

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 7, 1973

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7851, Work Completed October 23, 1973

Project Railroad Ave. at Newmark St. (North Bend)

Highway Oregon Coast Highway, County Coos

Type of Work Traffic Signal Installation

Contractor Hamilton Electric Inc.

Recommended Acceptance Date December 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

12/12/73 - Surety
notified final to be
paid after 12/17/73.

7851 5

FORM E-1 (REV 10-69) OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Railroad Ave. at Newmark St. (North Bend) HIGHWAY Oregon Coast	WEEK ENDING October 27, 1973 SECTION PREFIX 6-1135 COUNTY Coos
NAME OF JOB Railroad Ave. at Newmark St. (North Bend)	KIND OF WORK Traffic Signals	
CONTRACTOR Hamilton Electric Company	CONTRACT NUMBER 7351	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT Dedember 27, 1972	DATE WORK STARTED August 29, 1973	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 210	WORK DAYS USED CALENDAR DAYS USED 209
PROJECT AUTHORIZATION: $31,869.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99%
EXCLUSIVE OF ENGINEERING: $29,068.40	ENGINEERING AUTHORIZATION $2,301.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $29,068.40	ENGINEERING COST TO DATE $1,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 64 %	DATE PROJECT WAS COMPLETED: October 23, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Showers			
MONDAY 22	Cloudy			
TUESDAY 23	Showers			
WEDNESDAY 24	Rain			
THURSDAY 25	Fair			
FRIDAY 26	Fair			
SATURDAY 27				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	–
22 MONDAY	No work.
23 TUESDAY	3 Men ½ day removing poles, signal arms, etc. and storing in North Bend Maintenance yard. Perkins, Ed Gossic, & Glen Clark checked out controller, set time & turned signals on in P.M.
24 WEDNESDAY	
25 THURSDAY	
26 FRIDAY	
27 SATURDAY	

REMARKS

Signals turned on about 2:30 p.m. on Tuesday October 23rd.

Clark requested that the city place an article in the paper to educate the people to proceed after stopping for red light for right turn on Newmark. Also to paint a stop bar and short centerline stripe for approach on east side of track.

Semi-final estimate should be submitted about Nov. 10th.

SIGNED Eugene H Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

N Bend

September 7, 1973

Mr. William A. Bourne, P.E.
North Bend City Engineer
City Hall
North Bend, Oregon 97459

Re: Traffic Signal
Newmark and Highway 101
City of North Bend

Dear Bill,

Reference your letter of September 5 regarding subject matter, please be advised Contract #7851 was awarded on December 27, 1972 to Hamilton Electric, Eugene, with price authorization in the amount of approximately $27,000.

Stop work order of approximately 67 days was issued running from March 22 to May 29. In that regard, a time extension of 30 days was granted to Hamilton Electric on July 18, 1973. This time extension would provide for an October, 1973 completion date, which we feel will be met.

Please be advised that Hamilton Electric has a number of these projects ongoing and as we in government know, scheduling of work must be done accordingly.

Further information regarding this matter may be obtained from Mr. Gene Ash, State Highway Resident Engineer in Coquille, phone 396-3509.

We trust the foregoing is satisfactory and appreciate your understanding.

Very truly yours,

H. S. Cox
County and City Engineer

By

DNHarwell

D. N. Harwell
Assistant Engineer

DNH:ljt
cc: A. Shirley, Jr.
C. T. Keasey
L. E. George
Gene Ash, Res. Engr.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
● UPE ☑ CE ☑ RE ☒ RPE ☐

Hwy 9
N. Bend

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

September 5, 1973

Mr. H. S. Cox
County and City Section
Highway Division
Department of Transportion
405 State Highway Building
Salem, Oregon 97310

Re: Traffic Signal, Newmark
and Highway 101

Dear Si:

A contract for installation of a traffic signal at the intersection of Newmark Avenue and U. S. Highway 101 in the City of North Bend was awarded by the OSHD many months ago with a scheduled April, 1973, start of construction. To date no work has been accomplished on this installation. Would you please provide me with the status of this project.

Sincerely,

CITY OF NORTH BEND

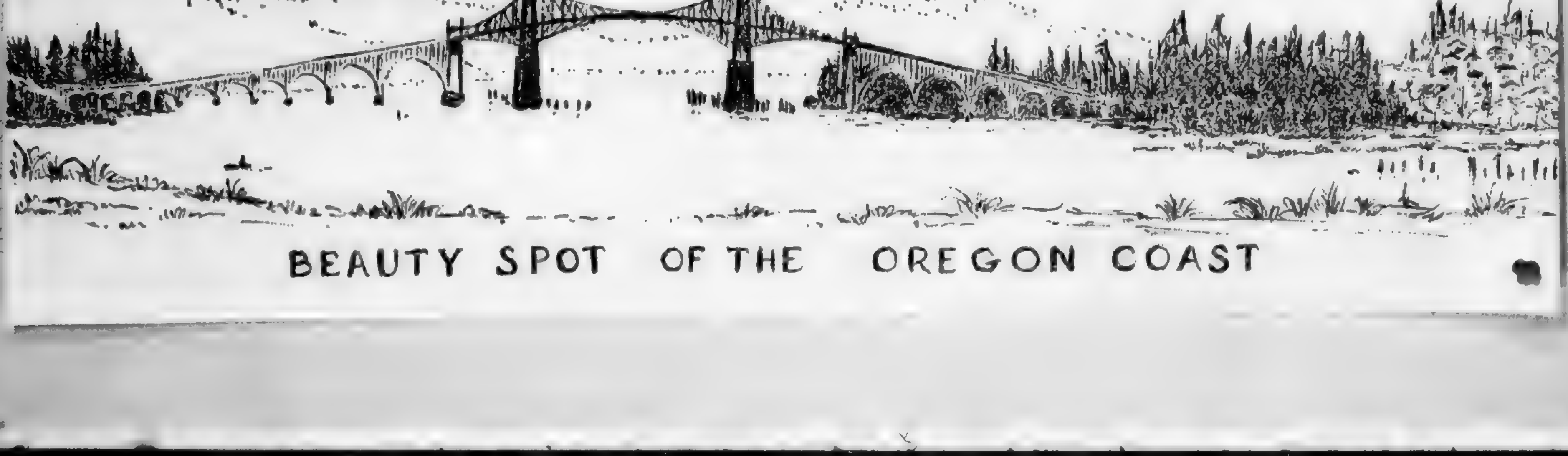
Bill

William A. Bourne, P.E.
City Engineer

WAB:lm

Contract #7851 — Hamilton Elect of Eugene
awarded 12-27-72
Authorization #26,930
Time Ext. appr. 7-18-73 (30 days)
Comp. Date Oct - '73
Stop work 67 days 3-22/5-29
Gene Ash - Hwy Res. Engr.

RECEIVED
COUNTY & CITY SECTION
SEP 6 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐



BEAUTY SPOT OF THE OREGON COAST

7851

July 18, 1973

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97401

Gentlemen:

We have considered your request for a 30-day extension of time on Contract No. 7851 for work on the Railroad Avenue at Newmark Street (North Bend) Section of the Oregon Coast Highway in Coos County.

Careful consideration was given to the reason you submitted. In light of the available facts and the provisions of the contract, an extension of 30 days is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
E. H. Ash
V. L. Gallagher

fw dpy

7851

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Railroad Avenue at Newmark Street
(North Bend) Section
Oregon Coast Highway
Contract No. 7851

Hamilton Electric, Inc., contractor on this project, has requested a 30-day extension of the contract time citing a major design revision. The project was awarded December 27, 1972, with 180 calendar days allowed, which forecast a completion date of July 8, 1973. The project covers installation of signals at an intersection on the Oregon Coast Highway.

An order to suspend work was issued effective March 23, 1973, due to a major plan revision. This was to add a separate left-turn movement on the north leg. The contractor was issued a resume work order effective May 29, 1973, when agreement was reached regarding Price Agreement No. 2 which covered the added work required by the change. The contractor had to order two new poles after the price agreement was approved. Time ordinarily required for pole delivery easily justifies the 30-day extension requested. This will extend the contract time into October of this year. Specified liquidated damages for late completion are at the rate of $30 per day.

I have therefore granted a 30-day extension of time on this project. This is a State project.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head Alfred Shirley, Jr.
G. M. Baldwin V. L. Gallagher
A. E. Johnson Gary Sund
H. S. Coulter Bob Whipps
C. T. Keasey

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7851 Contractor HAMILTON ELECTRIC INC.

Highway OREGON COAST HIGHWAY

Section RAILROAD AVE. AT NEWMARK ST.(NORTH BEND)

Kind of Work TRAFFIC SIGNAL INSTALLATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 30-day extension requested for added work and materials covered by Price Agreement 2.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7851
Project designation (State-Federal)	State
Date awarded	Dec. 27, 1972
Work started	not
Per cent completed	0%
No. of Workdays Allowed	180
No. of Workdays Used	93 6/18/73 (Date)
No. of Added Workdays Requested	30

SP*6296-734

Z-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 15, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 7851, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Change in pole design incorporated in price agreement #2

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By

CONSENT OF SURETY

Date June 13, 1973

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Douglas E. Walwyn -fact

SMITH & CREWES
Resident Agent
By
58 W. 11th Avenu Eugene, Oregon

(SEAL)

FORM 2-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Railroad Avenue at Newmark Street
(North Bend) Section
Contract No. 7851

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Hamilton Electric, Inc, contractor for the subject traffic signal installation project in Coos County, has requested an additional 30 calendar days to complete the contract work. The contractor cites a major design revision as delaying completion of the work.

The project was awarded December 27, 1972, and allotted 180 calendar days to complete the work, which forecast a completion date of July 8, 1973. An order to suspend work was issued effective March 23, 1973, due to a major plan revision. This was to add a separate left-turn movement on the north leg. The contractor was issued an order to resume work effective May 29, 1973 when agreement was reached regarding Price Agreement 2 which covered the added work required by the change. (This caused a project money overrun which was just approved at the July 10 Commission meeting.)

The contractor had to order two new poles after the price agreement was approved. Pole delivery generally determines a signal completion date, so the contractor is eligible for an extension amounting to all the time counted up to P.A. 2 approval, (72 calendar days). The contractor has requested only 30 additional days as he apparently feels that will be sufficient to allow completion of the contract.

We recommend approval of the 30-day extension requested. This would forecast a completion date of October 13, 1973. Liquidated damages would accrue at $30 per day. This is a State project. Rough draft letters to the Transportation Commission and the contractor are attached.

RECEIVED
JUL 12 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7851

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 26, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Increase in Project Authorization
Railroad Avenue at Newmark Street (North Bend) Section
Contract No. 7851

An overrun of the project authorization on this project has become apparent. The original project authorization was $26,930.40. The present estimated cost is $31,869.40 indicating an overrun of $4,939.00 or 18.3 percent. Hamilton Electric, Inc. of Eugene is the contractor.

The City of North Bend requested a revision on the north leg to provide for a separate left-turn movement. This made a significant change in the signal plans and materials. This change is covered by Price Agreement No. 2 in the amount of $4,262 which covers two additional poles, an additional mast arm and associated work.

It is recommended that the project authorization be increased by $4,939.00 to a new total of $31,869.40. Your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
E. H. Ash
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1973

SUBJECT: Request for Increase in Project Authorization
Railroad Ave. at Newmark St. (North Bend) Section
Contract No. 7851

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

This project covers a signal installation at one intersection on the Coast Highway in North Bend. At the preconstruction conference it was learned that the City wanted a revision on the north leg to provide a separate left turn movement. This made a significant change in the signal plan and materials. The change is covered by Price Agreement No. 2 in the amount of $4,262 which covers two additional poles, an additional mast arm and associated work. Site work has not started, but I understand the materials are ordered.

In our revised estimate of cost you will note we have retained the full contingency allowance. There is also a little increase shown for added engineering. We therefore anticipate a project overrun of $4,939.00 or 18.3 percent. Rough draft letter to the Highway Commission is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

7851

Form E-372 (Rev. 10-66)

5

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Railroad Ave. at Newmark St.(North Bend) Date April 13,1973

Highway Oregon Coast Highway Contract No. 7851

County Coos Kind of Work Traffic Signals Contractor Hamilton Electric, Inc.

	Authorized	Estimated
Contract Amount	$22,220.00	22,220.00
Anticipated Items	1,300.00	1,300.00
Contingency (4½%)	1,058.40	5,548.40
Engineering	2,352.00	2,801.00
Credits		
PROJECT COST	26,930.40	31,869.40

NET INCREASE $ 4,939.00 = 18.3%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(U) P.A.#1 Additional Loops and size change	$228.00	$228.00
(U) P.A.#2 Revised drawing - plan change	$4,262.00	4,262.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): Left turn lane added, two additional poles, 1 additional mast arm and added span wire, etc. according to drawing TSD 2599 rev.3/73.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Eugene H. Aik
Resident Engineer

Confirmed by L. K. Wilcox
Division Engineer

Noted by John A. Bond
Acting Construction ~~or Bridge~~ Engineer

Noted by A. J. Johnson
Deputy ~~or Assistant~~ State Highway Engineer

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7851

DATE March 20, 1973

TO J. H. Versteeg
Region 3 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Railroad Avenue at Newmark St. (North Bend) Sec.
Oregon Coast Hwy.
Coos Co.
Contract 7851
Traffic Signal Revision

Attached are revised plan sheet (TES 2599), pole list, pole entrance chart, and special provisions which incorporate changes to the traffic signal design deemed necessary on the subject project. Also enclosed is an estimate of the cost of the revision.

Please initiate a price agreement covering this revision.

TGT/ag

Attachs.

cc E. S. Hunter
C. T. Keasey w/attach.
E. Ash
L. E. George

NOTED
E. S. HUNTER

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1972
FOR FILE

7351

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

December 19, 1972

Mr. R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: Traffic Signal Installation
Railroad Ave. - Newmark St.

Dear Mr. Schroeder:

Enclosed is our check for $6,732.00 for the City of North Bend's share of the cost of the subject traffic signal as requested by your letter of December 7, 1972.

Sincerely,

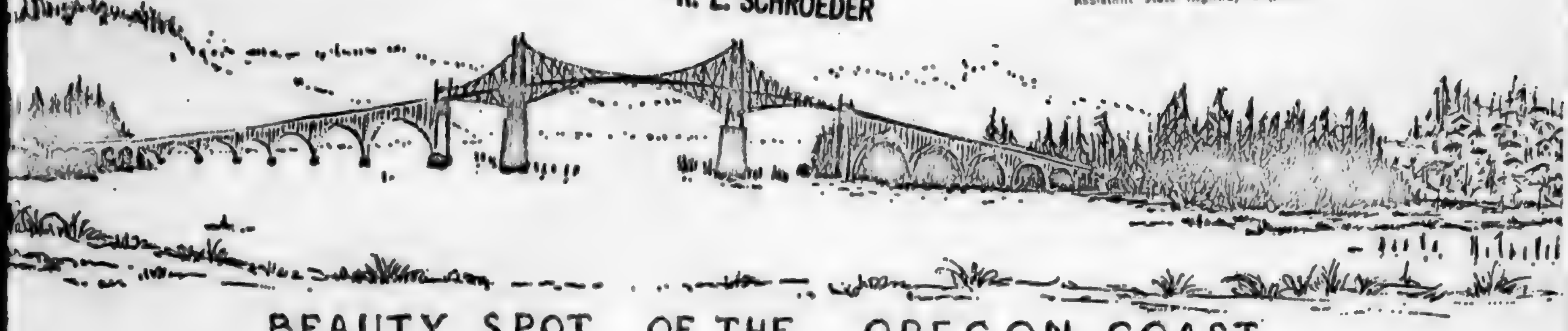
William A Bourne
William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure - 1
Check # 11469

Original w/check
sent to Skaug
12-20-72

RECEIVED
DEC 20 1972
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER



BEAUTY SPOT OF THE OREGON COAST

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7357

RECEIVED
STATE HWY ENGR
DEC 11 '72
REFER TO
FOR
Info

December 8, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: E. A. Kendrew
Assistant Engineer

RE: Signal Pole Location
Railroad Avenue @ Newmark St.
(North Bend) Section
Oregon Coast Highway
Coos County
Your File: 913584/321-4

Gentlemen:

This is in reply to your letter dated November 24, 1972, in which you indicate that signal poles No. 3 and 4, as shown on our construction plans, will impair clearance to your track.

We have examined this matter and find that the poles can be installed so that they will be 8'6" from the center line of track and still be behind the curb in a location acceptable to the State.

Our Resident Engineer will be instructed to place the pole so that its nearest face will be no closer than 8'6" from the center line of your track.

This should remove your objection and the need to obtain special authority from the Public Utility Commissioner to impair clearance at this location.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

F. B. KLABOE

TWL:jly

cc: Southern Pacific - San Francisco
W. E. Bourne, City of North Bend

bc: ~~F. B.~~ Klaboe
L. E. George
J. H. Versteeg
P. H. Ash
G. L. Clark
M. G. Havig

RECEIVED

FOR FILING

7851

December 7, 1972

Mr. William A. Bourne
City Administrator Pro Tem
City Hall
North Bend, Oregon 97459

Dear Mr. Bourne:

Re: Traffic Signal Installation
Railroad Avenue-Newmark Street

On November 30, bids were opened for the above installation. Tabulated below is the essential data concerning the bid:

Low Bid	$ 22,200.00
Flagging and AC Pad	1,300.00
Sub-Total	$ 23,520.00
Engineering and Contingencies (14½%)	3,410.00
Total Estimated Cost	$ 26,930.00
City Share (25%)	$ 6,732.00

If you will submit the City's check in the amount of $6,732.00, we will award the contract. It is necessary that such award be made within 30 days of the opening of the bids.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
L. E. George
H. S. Cox
A. E. Johnson
J. H. Versteeg

VPJ:njc: ajw

7351

December 5, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
December 21 Bid Letting

Bids will be taken December 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. NE 122nd Avenue-Idaho State Line Section
   Columbia River and Old Oregon Trail Highways, 9 Counties
   Wrong-way Signing Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Woodburn Interchange-Hayesville Interchange Section
   Pacific Highway, Marion County
   Grade, Pave, Structure, Illumination & Signing Project

   Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

3. Sanderson Bridge Section, Albany-Lyons Highway
   Linn County
   Grade and Pave Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. T.V. Highway at SE Minter Bridge Road (Hillsboro)
Section, Tualatin Valley Highway, Washington County
Grade, Pave, Signals and RR Gates Project

Same as No. 1.

5. Central Business District (Corvallis) Section
Pacific Highway West, Benton County
Signals Project.

Same as No. 1.

6. Oswego Creek Slide Section, Sunset Highway
Clatsop County
Slide Correction Project

Same as No. 1.

7. Railroad Avenue at Newmark Street (North Bend) Section
Oregon Coast Highway, Coos County
Traffic Signals Project

Same as No. 1.

These matters will be on the agenda for the December 12 meeting and your approval is requested.

JDM:jp jf

bc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

[illegible]

FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7851

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 1, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Manager

RE: Preliminary Signal Plan
Railroad Ave. and Newmark St.
(North Bend) Section
Oregon Coast Highway
Coos County

Dear Mr. Kendrew:

Herewith you will find two sets of preliminary signal plans dated October 31, 1972, for the above-captioned project. Bids for this project are to be opened by the Oregon State Highway Division on November 30, 1972.

This project will be constructed as outlined in my letter dated August 17, 1972. In recent telephone discussions with you and Mr. Bourne of the City of North Bend, it was indicated that the installation of crossing gates and flashing light signals was not required at this location. Mr. Bourne also indicates that interconnection of the proposed signals with your tracks is not necessary, in his opinion. Therefore, inasmuch as the tracks occupy the city street in accordance with City Ordinance No. 1402, any interconnection of your tracks with these signals must be provided by your forces at railroad expense.

You requested a traffic count of the vehicular movement across the tracks at this point. Our Traffic Engineering Section does not have this information, so I suggest you obtain it from the City.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
R. L. SCHROEDER

RECEIVED
NOV 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Encs.
TWL:jly

cc: Southern Pacific RR, San Francisco w/2 sets plans
W. A. Bourne, North Bend City Manager w/1 set plans

bc: ~~R.~~ L. Schroeder, L. E. George, J. H. Versteeg, G. L. Clark
M. G. Havig

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7851

DATE

TO Oregon State Highway Commission September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

   Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

   Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

   5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

   Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

   Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy,
Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway
Section, North Santiam and FAS 679, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec.,
Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section,
Willamette Highway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend)
Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section,
La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
AUG 22 1972

FOR FILING

7851

S P

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

August 21, 1972

913584/321-4

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

Acknowledge your letter of August 17 relative to preliminary signal plan Railroad Avenue at Newmark Street, North Bend, on the Oregon Coast Highway.

We will check this crossing and contact the City of North Bend relative to signalization of railroad grade crossing.

We will inform you of our final decision relative to any signalization needed at this crossing.

Yours truly,

AWKilborn

NOTED
R. L. SCHROEDER

COPIES TO: RL SCHROEDER
LE GEORGE
JH VERSTEEG
GL CLARK
MG HAVIG

Routing E
Keasey — RECEIVED — Pease
Bond — AUG 23 1972 — Glenn
Walker — — Litchfield ✓
Johnsen — CONSTRUCTION SECTION — Berg

RECEIVED

FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7851

August 17, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Re: Preliminary Signal Plan
Railroad Avenue at Newmark Street
(North Bend) Section
Oregon Coast Highway
Coos County

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

On September 28, 1972, the State plans to open bids for the installation of a traffic signal at the intersection of U.S. 101 and Newmark Street in the City of North Bend. You will find attached two prints of the proposed installation and vicinity map of the area affected.

I wish to call your attention to several features of this installation. Although the principal movement of traffic is on U.S. 101 (Railroad Avenue) and Newmark Street, there is a substantial movement across the tracks to and from the water front. The signals will be designed in such a way as to provide for this movement. However, no provision is made on these plans to interconnect these signals with your tracks. Any interconnection you desire in this regard must be worked out directly between the Railroad and the City, since a dedicated street right of way crosses the track at this point.

You will also note it will be necessary to place 2-inch conduit beneath your tracks and also place two poles, 1 1/2-inch conduit and junction box on your property back of the curb. The poles will be installed in such a way that an 8 foot 6 inch clearance will be provided from the center line of your track to the nearest face of the pole. The conduit will be installed as close to the curb as practical and the junction box will be an underground installation adjacent to the curb.

It would be appreciated if you would provide us with the appropriate easement to accommodate these installations. Your cooperation in this matter will be sincerely appreciated.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.
San Francisco

R. L. Schroeder
L. E. George
J. H. Versteeg
G. L. Clark
M. G. Havig

NOTED
R. L. SCHROEDER

RECEIVED
AUG 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1972
FOR FILING

7851

July 26, 1972

Mr. William A. Bourne
City Administrator Pro-tem
City of North Bend
North Bend, Oregon 97459

copy in RR

Dear Mr. Bourne:

In response to your letter of July 19, we will proceed with preparation of plans for the installation of traffic signals at the intersection of US101 and Newmark Street in North Bend. As requested by you, the plans will not contemplate signalization of the railroad grade crossing on the easterly side of the highway nor interconnection to the railroad tracks.

Tentatively this installation will be scheduled for opening of bids on September 28, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bc: Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg
Lon Topaz, PUC

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

July 19, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Schroeder
Assistant State Highway Engineer

Dear Mr. Schroeder:

Re: Traffic Signal Installation
US 101 at Newmark Street

Thank you for your letter of June 16, 1972 concerning the traffic signal on US 101 and Newmark Street in the City of North Bend. Please excuse the delay in our reply occasioned by the resignation of the City Administrator.

As you know the City is most desirous of the signalization of the intersection as rapidly as possible, however, the City does not feel a need for signalization of the railroad crossing on the east approach to the intersection in view of the extremely limited amount of traffic and the fact that this is not an improved street but rather a driveway for the two businesses involved on dedicated street right-of-way (one of which is currently inactive).

NOTED
L.E. GEORGE

It would be the City's recommendation that a four-way signal be installed to prevent people from coming out of this driveway at the wrong point in the signal cycle and that a sign (Stop Here For Light) be placed east of the railroad tracks to prevent vehicles from stopping on the tracks while waiting for the light.

Your consideration of this request will be appreciated.

Sincerely,

William A. Bourne
William A. Bourne
City Administrator Pro-tem

NOTED
TRAFFIC CONTROL
ENGINEER

1972
TRAFFIC [illegible]

cc: Mr. Glen Clark
Traffic

BEAUTY SPOT OF THE OREGON COAST

RECEIVED
JUN 16 1972

FOR FILING

7851

June 16, 1972

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97450

Dear Mr. Isadore:

Traffic Signal Installation
US 101 at Newmark Street

Signalization of the east approach to the intersection of US 101 at Newmark Street has been under discussion for some time. A question arises as to the desirability of providing a detector for this approach, which serves a limited volume of traffic. Also, there is a question as to the possible need for signalization of the railroad crossing and interconnection of the railroad and crossing signals if this is done.

The State Highway Division is willing to include the east approach in the signalization plan. The State would have no financial interest in signalizing the railroad crossing.

Would you please advise me of the City's wishes in this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

cc: Mr. Lon Topaz
Asst. Public Utility Commissioner

bc: Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg
T. W. Litchfield

RECEIVED

FOR FILING

7851

5b
5-16-72

MISC. CONTRACTS and
AGREEMENTS No. 4497

May 18, 1972

City of North Bend
City Hall
North Bend, Oregon 97459

Attention: John F. Isadore
City Administrator

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of North Bend for installation of traffic signals at the intersection of US101 and Newmark Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc L. E. George (Conf. agree.)

EIVED

FOR FILING

7851

DATE April 26, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT
Traffic Signals
US101 and Newmark Street (North Bend)

An agreement has been executed with the City of North Bend for the installation of traffic signals at the intersection of US101 and Newmark Street.

This agreement provides that the State shall do the work of the project and maintain the signal, and the City shall pay 25 percent of the cost and all power consumption. The total estimated cost of this installation is $25,000 and the State's share is to be taken from State Construction Funds.

Your approval of the agreement and authorization for the Secretary to sign in your behalf is recommended.

This matter will be on the agenda for your consideration at the meeting of May 16.

VPJ:njc cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
Lloyd Shaw
L. E. George
H. S. Cox
L. H. Young
V. E. Skoog
J. H. Versteeg
Ben Gifford
Gary Ross
Gary Sund

RECEIVED
MAR 16 1972
FOR FILING

7851

DATE March 16, 1972

TO Oregon State Highway Commission

1344

FROM Tom Edwards
State Highway Engineer

SUBJECT Traffic Signal Installation

We have a request from the City of North Bend for the installation of traffic signals at the intersection of the Oregon Coast Highway and Newmark Street in that city. Investigation discloses that such an installation is warranted.

The installation is estimated to cost $25,000 with the State to pay 75 percent of the cost and the City 25 percent. The State would maintain the installation and the City would pay for power.

Your approval of this installation as a State Construction Project and authorization for the Secretary to sign the necessary agreements is recommended.

This matter will be on the agenda for the April 4 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
J. H. Versteeg
L. H. Young
H. S. Cox
V. E. Skoog

VPJ:sv cg

CITY OF NORTH BEND
NORTH BEND, OREGON 97459

February 25, 1972

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: F. B. Klaboe ✓
Assistant State Highway Engineer

Gentlemen:

I refer to your letter of September 3, 1971 regarding an investigation of the intersection of US101 and Newmark Street within the City of North Bend and the recommendation that this intersection be treated with a full actuated traffic signal estimated at a cost of $25,000.

The City Council at their February 22, 1972 meeting authorized the City to proceed with this installation. Therefore, please accept this letter as the City of North Bend's intent to enter into a cooperative agreement with your department in regard to this project.

We will await information from your office before proceeding further.

MAINTENANCE ENGINEER
RECEIVED
MAR 7 1972
☐ ☐ ☐ ☐ OE ☐ AG
☐ BMS ☐ BS ☐ AA ☐ FILE ☐ TA

Sincerely,

John F. Isadore

John F. Isadore
City Administrator

3-2-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

~~APPROVED~~
~~DEPUTY STATE HIGHWAY ENGINEER~~
~~Date~~

JFI:a

cc: City Recorder
City Engineer

NOTED
R. L. SCHROEDER

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEAUTY SPOT OF THE OREGON COAST

5

RECEIVED
SEP 7 - 1971
FOR FILING

7851

September 3, 1971

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97459

4348

Dear Mr. Isadore:

A recent detailed investigation of the intersection of US101 and Newmark Street in North Bend discloses an above-normal accident experience plus high intersectional volumes.

As a means of betterment, it is proposed that a full-actuated traffic signal be installed; the cost of such signalization is estimated to be $25,000. It is proposed that this signal be installed under a cooperative arrangement with the City to care for 25% of the installation cost plus power consumption.

I would appreciate your reaction to this proposal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBC:njc kw

cc R. L. Porter
Tom Edwards
E. S. Hunter
Victor Wolfe
H. S. Cox
C. T. Keasey
F. B. Crandall

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 31, 1971

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

SUBJECT: Intersection
US101 & Newmark Street
North Bend
Hwy. #9 - M.P. 236.50

FBK: 4348

An investigation has been made at the subject intersection looking to the need for signalization. You will note from the attached Warrant Comparison that the observed conditions are considerably in excess of the minimum warrants, except for two categories, pedestrian volumes and preventable accidents.

With regard to accidents, the Warrant is based on preventable accidents for a 12-month period. Over the extended period of five-years, five-months, a total of 39 accidents have occurred with two killed and eight persons injured. In addition there was the recent left-turn fatal of 8-4-71; one killed, two injured. Of the total 39 accidents, some 35% could theoretically have been eliminated through signalized control.

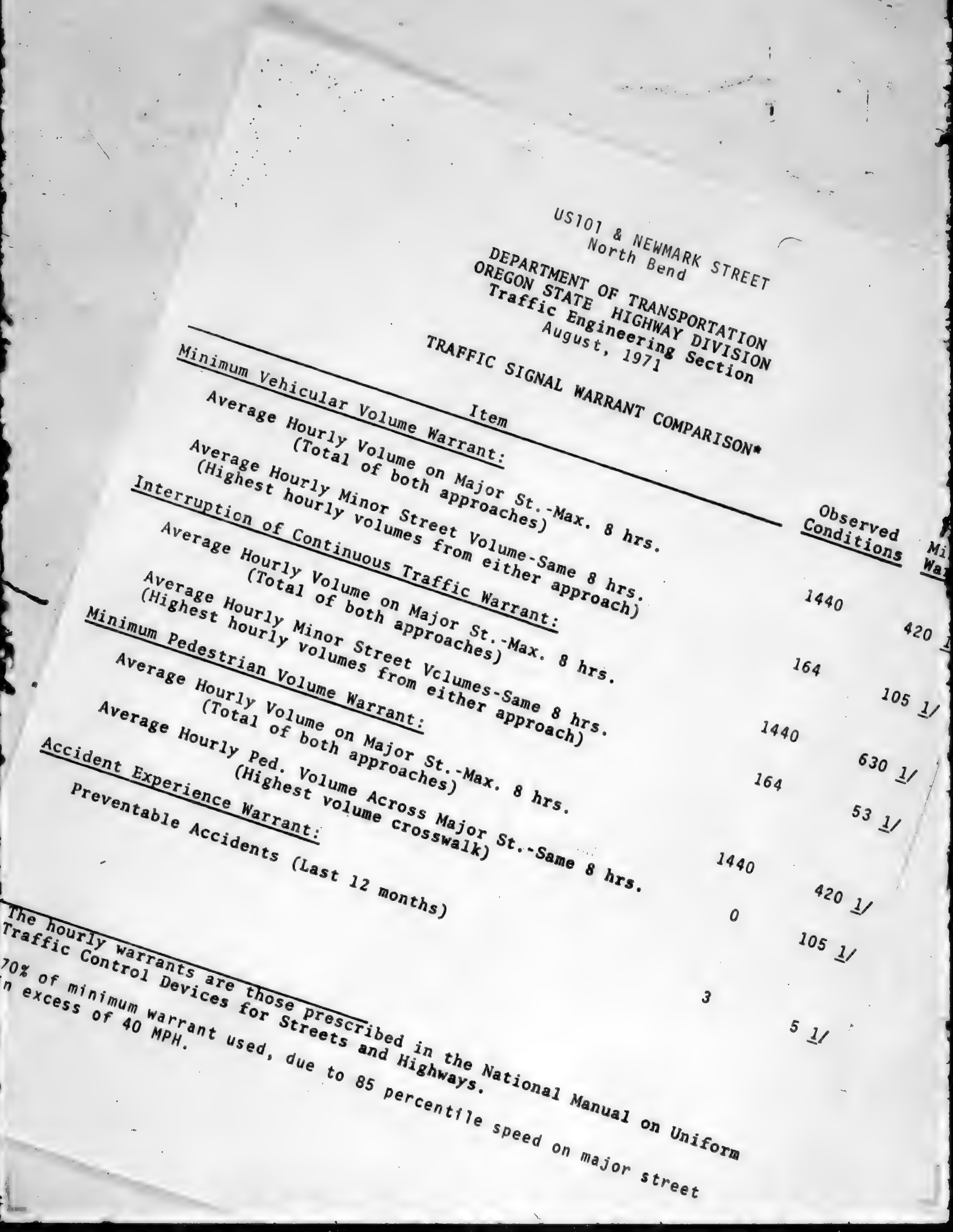
I recommend installation of a three-phase, full-actuated signal as a State-City cooperative venture. In this direction I attach a suggested-draft to the City.

FB Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734



US101 & NEWMARK STREET
North Bend

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August, 1971

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Mi Wa
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	420 1
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	164	105 1/
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	630 1/
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	164	53 1/
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	420 1/
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	0	105 1/
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	3	5 1/

The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

70% of minimum warrant used, due to 85 percentile speed on major street n excess of 40 MPH.

US101 & NEWMARK STREET
North Bend

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August, 1971

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
inimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	420 1/
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	164	105 1/
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	630 1/
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	164	53 1/
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1440	420 1/
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	0	105 1/
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	3	5 1/

---

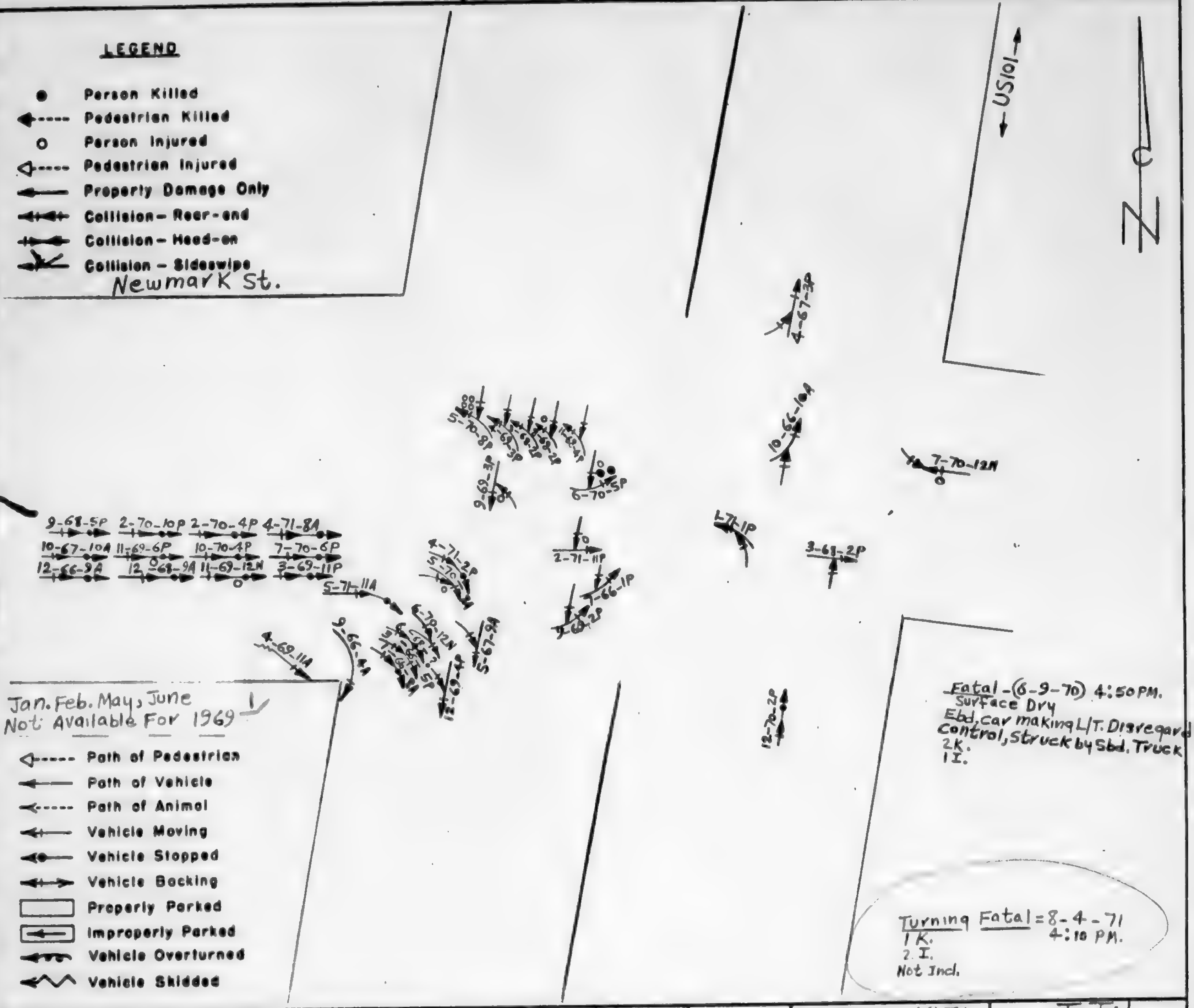
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

1/ 70% of minimum warrant used, due to 85 percentile speed on major street in excess of 40 MPH.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of North Bend County Coos
Intersection of Oregon Coast Hwy and Newmark St.
Highway Number 9 (US101) MP. 236.50
Period Covered 1-1-66 To 5-31-71
Compiled by CS Drawn by Date 8-20-71



LEGEND

- ● Person Killed
- Pedestrian Killed
- ○ Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

Jan. Feb. May, June
Not Available For 1969 1/

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal - (6-9-70) 4:50 PM.
Surface Dry
Ebd. car making L/T. Disregarded
Control, Struck by Sbd. Truck
2K.
1I.

Turning Fatal = 8-4-71
4:10 PM.
1K.
2.I.
Not Incl.

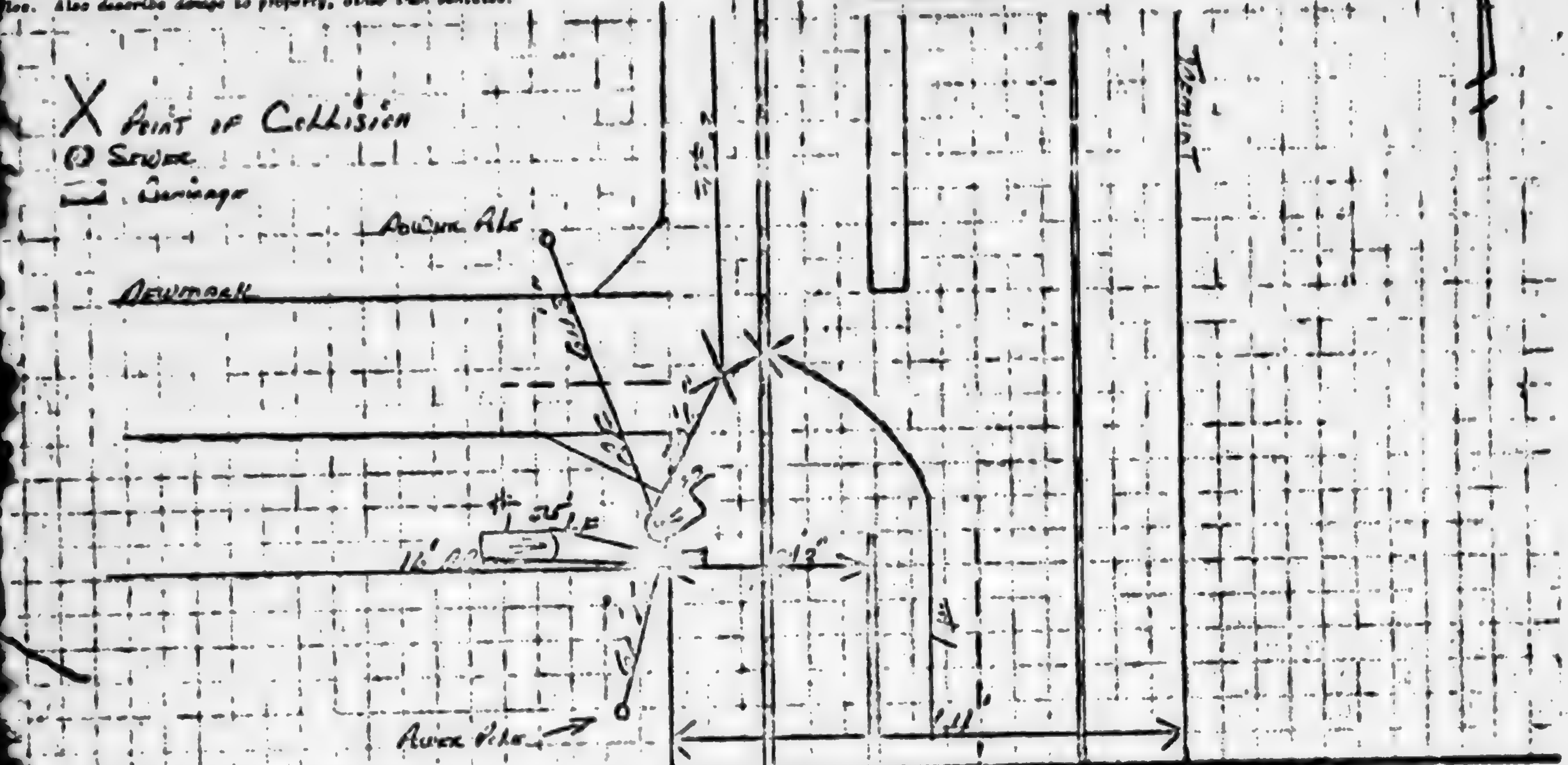
Collision Type	1966 - 1967				1968 - 1969 1/				1970				5 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							1	1						1		1		1	1	2
Head-on																				
Rear-end			4	4		2	4	6			5	5			3	3		2	16	18
Sideswipe																				
Turning Movement			4	4		2	5	7	1	3	1	5			1	1	1	5	11	17
Parking																				
Non-collision																				
Fixed Object			1	1			1	1											2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			9	9		4	11	15	1	3	6	10		1	4	5	1	8	30	39

Form E-261-6-70

DESCRIPTION & DIAGRAM OF ACCIDENT

event; contributing actions of drivers; evasive maneuvers, (including skidmarks; ption of impact; unusual circumstances; temporary highway conditions; highway [illegible] traffic condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify les. Also describe damage to property, other than vehicles.

[illegible] the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions [illegible] in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.



SUPPLEMENTARY REPORT

1615 Hrs. Wednesday 08-04-71 Writer arrived on scene. As Ambulance is
Taking occupants of Unit #1 To Hospital. Writer assisted other officers in directing
Traffic. Writer took measurements and marked locations of vehicles before vehicles
were removed, also 12 pictures were taken from different angles.
1655 Hrs. 08-04-71 Writer arrived at Kiezen Hospital for follow-up.

Driver of Unit #1 . states she was turning left on to Newmark from Tremont. She states
She stoped then started her Turn, She states She Saw Unit #2 coming at her fast so
She accelerated to clear the Lane but was hit in Right middle. She states
Driver of Unit #2 did not apply his brakes before impact.

Driver of Unit #2 states he was in Right lane, driving South on Tremont. He states
he had a clear field of vision, then Unit #1 was right in Front of him. He states
he did not see vehicle, did not hesitate to apply brakes. There were skid marks for
Unit #1. Further investigation will continue.
Accident drawing to scale will follow.

Accident Report—Police FATAL INJURY ☐ PROP. DAMAGE [illegible] DEPARTMENT NO. 71-955

DATE OF ACCIDENT [illegible]	TIME OF ACCIDENT ☐ A.M. ☐ P.M. [illegible]	ARRIVED AT SCENE ☐ A.M. ☐ P.M. [illegible]	CITY North Bend	COUNTY Coos	SHEET 1 OF 1 SHEET(S)
OCCURRED ON (Route Number or Name) Tremont (U.S. 101)			AT INTERSECTION OF (Route Number or Name) Newmark		DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION ☐ FEET ☐ MILES N S E W ☐☐☐☐ OF (Intersecting highway or street, landmark, or house no.) MILE POST — MILES N S E W ☐☐☐☐ OF NEAREST CITY

ACCIDENT INVOLVED ☐ ANIMAL ☐ RAN OFF ROAD ☐ FIXED OBJECT ☐ CITY, COUNTY OR

(Use only the most serious one in each space for injury)
K - Dead before report made.
torted member; or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complaint of pain or momentary unconsciousness.
O - No indication of injury.

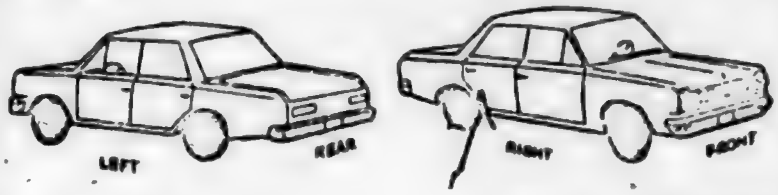
UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): Horter Roberta Susan
ADDRESS: 12364 Hickory ave. Victorville, Calif.
OPERATOR LICENSE NO.: 1636-7374-7957 STATE: Illinois ☒ REGULAR ☐ OTHER SPECIFY TYPE
DATE OF BIRTH: 12-16-47
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. SEAT BELT: ✓ AGE: 23 SEX: F INJ.: B

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT	Horter Arthur	Same as above DOB 10-17-25	X	43	M	A
REAR LEFT						
REAR CENTER						
REAR RIGHT	Corine Susan Horter	Same as above age 4	X	4	F	K

VEHICLE MAKE & MODEL: Pontiac GTO BODY STYLE: 2d YEAR: 67
LICENSE PLATE NUMBER: TZR-669 ~~K 33-[illegible]~~ STATE: Calif ~~Oregon~~ YEAR: 71
OWNER'S NAME AND ADDRESS: Arthur Horter
VEHICLE REMOVED BY/TO: C+M Texaco

DAMAGE SUSTAINED



RP-4

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

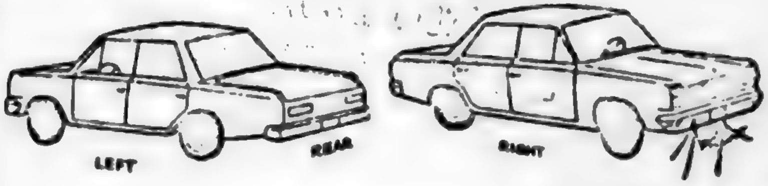
UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME 267-7349: Lawrence Joe
ADDRESS: 1625 California St. Coos Bay, Oregon
OPERATOR LICENSE NO.: 0349020 STATE: Oregon ☒ REGULAR ☐ OTHER SPECIFY TYPE
DATE OF BIRTH: 04-30-28
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. SEAT BELT: X AGE: 47 SEX: M INJ.: O

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER	None					
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: Plymouth Fury BODY STYLE: Wagon YEAR: 65
LICENSE PLATE NUMBER: KBK-626 STATE: Oregon YEAR: 71
OWNER'S NAME AND ADDRESS: Same as driver
VEHICLE REMOVED BY/TO: C+M Texaco

DAMAGE SUSTAINED



FA-4

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☐ CLEAR	☐ DRY	☒ DAYLIGHT
☐ RAINING	☐ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☐ DARKNESS, UNLIGHTED
☐ OTHER	☐ OTHER	☐ OTHER

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	—	0
DISTANCE TRAVELED AFTER IMPACT (ft)	12	206
STATED SPEED BEFORE IMPACT (MPH)	Turning	45
DESIGNATED SPEED FOR AREA (MPH)	0	45

FIRST AID GIVEN BY: Ambulance
INJURED TAKEN TO: Keizer Hospital North Bend
BY: Bay Cities Ambulance

WITNESSES NAME: ADDRESS:
NAME: ADDRESS:

ACTIONS TAKEN (Arrests, etc.): Pending further Investigation

REPORTING OFFICER: George Roberts

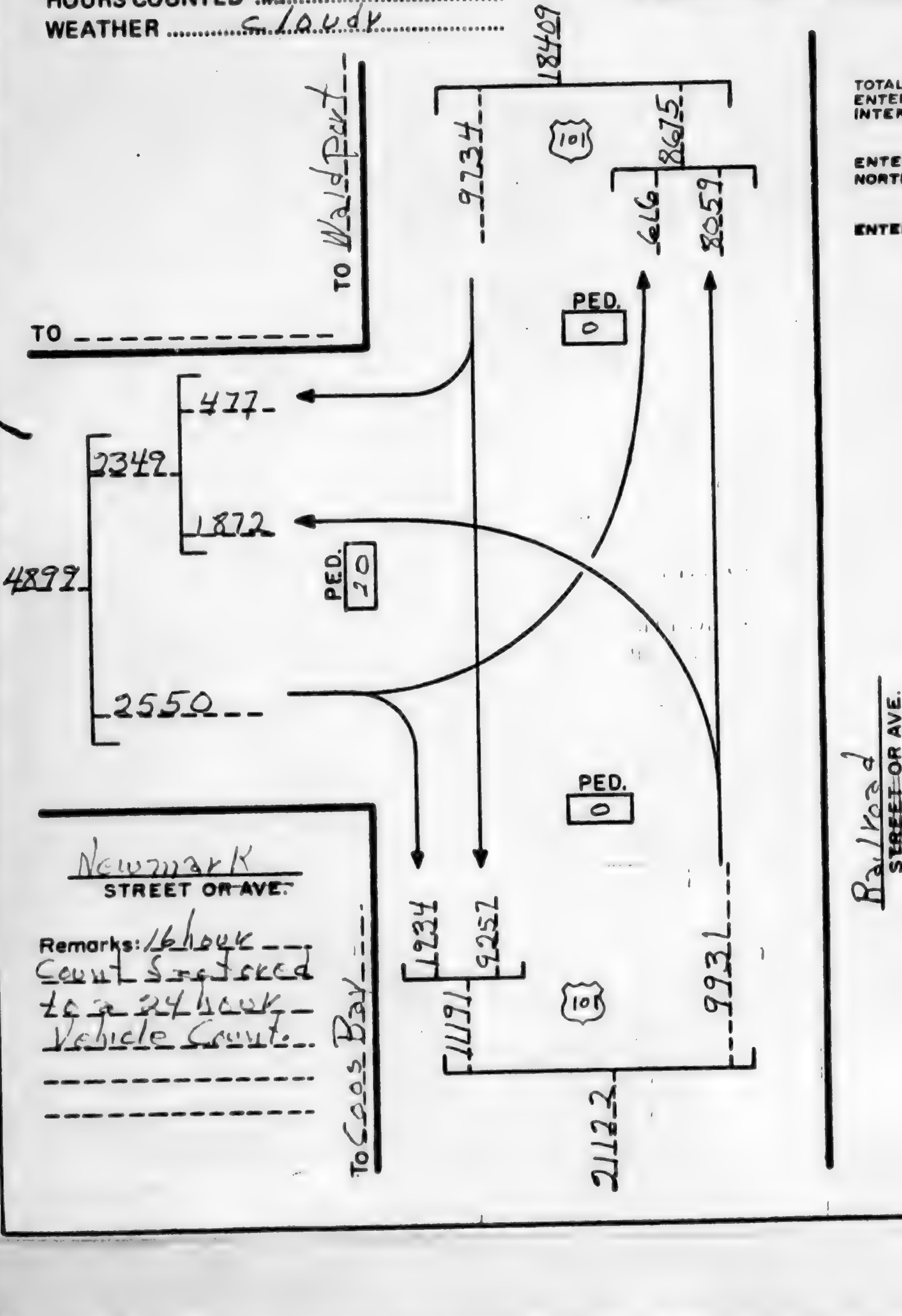
00-46 11/67

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 17-18 1971
DAY OF WEEK Tuesday Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER cloudy

CITY OR COUNTY North Bend
INTERSECTION OF Oregon Coast Hwy 9
& Newmark Street
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	22215	100
ENTERING FROM NORTH & SOUTH	19665	89
ENTERING FROM WEST	2550	11

Indicate North

Newmark
STREET ~~OR AVE.~~

Remarks: 16 hour Count Expanded to a 24 hour Vehicle Count.

Rev. 3'70

OREGON STATE HIGHWAY D
TRAFFIC ENGINEERING SEC

SUMMARY OF TRAFFIC

Date August 17-18 1971
Day of week Tuesday Wednesday
Hours counted 6AM to 10PM
Weather Cloudy

Classification All Veh

	TIME	SUMMARY BY MOVEMENTS													From North and South
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	
. M.	6:00- 7:00			16	53	193	231					61	23	577	463
	7:00- 8:00			27	33	494	339					149	58	1100	918
	8:00- 9:00			13	10	459	375					94	56	1007	903
	9:00-10:00			23	46	454	456					84	61	1124	994
	10:00-11:00			21	23	603	620					114	72	1453	1316
	11:00-12:00			18	32	698	515					111	101	1475	1332
P. M.	12:00- 1:00			17	44	656	575					146	136	1574	1384
	1:00- 2:00			24	54	636	587					99	134	1534	1381
	2:00- 3:00			64	53	702	662					120	103	1704	1531
	3:00- 4:00			55	60	795	647					128	146	1831	1643
	4:00- 5:00			62	63	760	612					142	141	1780	1575
	5:00- 6:00			27	19	581	537					105	197	1466	1342
	6:00- 7:00			29	22	478	426					107	144	1206	1077
	7:00- 8:00			15	23	370	343					107	124	982	852
	8:00- 9:00			12	14	285	247					103	107	768	651
	9:00-10:00			11	11	253	152					88	99	614	515
	10:00-11:00														
	11:00-12:00														
A. M.	12:00- 1:00														
	1:00- 2:00														
	2:00- 3:00														
	3:00- 4:00														
	4:00- 5:00														
	5:00- 6:00														
24-Hour total				477	616	7257	8059					1934	1872	22215	1966
16-Hour total				434	560	8415	7326					1758	1702	20195	1787
__-Hour total															
Control															
Factor															

Railroad Ave St. is North and South

Newmark St. is ~~East~~ and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

UMMARY OF TRAFFIC COUNT

City or County North Bend
Intersection Oregon Coast Highway #9
& Newmark Street
Mile Post
Classification

ification All Vehicles

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	Entering Volumes – Summary by Legs: North	East	West	South	Pedestrians Using Crosswalks: North	East	West	South
61	23	577	463	80	114	20	209		114	254			8	
149	58	1100	918	83	182	17	521		182	397			1	
94	56	1007	903	90	104	10	472		104	431			1	
84	61	1124	994	88	130	12	477		130	517			2	
114	72	1453	1316	91	137	9	624		137	692			1	
111	101	1475	1332	90	143	10	716		143	616				
146	136	1574	1384	88	190	12	673		190	711			1	
99	134	1534	1381	90	153	10	660		153	721			1	
120	103	1704	1531	90	173	10	766		173	765			1	
128	146	1831	1643	90	188	10	850		188	793				
142	171	1780	1575	88	205	12	822		205	753				
105	197	1466	1342	92	124	8	606		124	736			2	
107	144	1206	1077	89	129	11	567		129	570				
107	124	982	852	87	130	13	325		130	467				
183	107	768	651	85	117	15	297		117	354			2	
88	99	614	515	84	99	16	264		99	251				
1934	1872	22215	19665	87	2550	11	9734		2550	9931			20	
1758	1702	20195	17877	89	2318	11	8849		2318	9028				

Tabulated by

Checked by

TOM EDWARDS

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 13, 1971

SUBJECT: Fatal Accident Report
Oregon Coast Hwy - North Bend
Newmark Street
US 101 - Hwy No. 9 - MP 236.50

To: Keasey

Attached is Mr. Sandmann's Report on a fatal accident which contains the suggestion that a signal warrant investigation be conducted.

Such an investigation will be made and a report submitted at a later date.

Glen S. Clark

Glen Clark
Region Traffic Engineer

GC/jp

cc ✓ Tom Edwards
F. B. Crandall
Bob Sandmann

NOTED
TOM EDWARDS

APPROVED:
REG. CONSTR. ENGR.

FBC
P/s [illegible]

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 19 1971

8-19-71, Crandall: Pl report results of investigation w/recom.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
August 9, 1971

SUBJECT: Fatal Accident
8-4-71
M.P. 236.50
Oregon Coast Hwy

To: Mr. John Quiner II
Region Maintenance Engineer
Roseburg, Oregon 97470

Att: Glen Clark

Attached is copy of fatal accident report on accident that occurred August 4, 1971.

Location of the accident was M.P. 236.50 on the Oregon Coast Highway. This location is at the intersection of Highway 101 & Newmark Street near the south city limits of North Bend.

Investigation does not bring out any deficiency in highway surface, delineation, or signing. The section of highway was recently overlayed and re-striped. A flashing amber light warns Highway 101 traffic of the intersection while a flashing red faces Newmark Street traffic. The left turn lane provides refuge for traffic making the north to west turning movement from Highway 101 to Newmark Street. Sight distance is more than adequate.

The only item that could possibly improve safety conditions at this particular intersection would be the installation of traffic actuated signals. Considerable traffic on Highway 101 makes entering or leaving Newmark Street a catch as catch can maneuver. Newmark Street is fast becoming a main arterial serving Southwest Oregon Community College and a shopping center in states of expansion located westerly from Highway 101 approximately 2 miles.

I recommend this intersection be investigated for installation of a traffic actuated signal. Subject fatal was the third in fourteen months. A double fatal occurred June 9, 1970.

NOTED
G. L. C.
8/12/71

Robert A. Sandmann
District Engineer

RAS:bb
Attachment

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☒ FATAL
☐ NON-FATAL

Date of Accident August 4, 1971

Time of Accident 4:10 (xxxxxx P.M.)

Name of Driver 1: Roberta S. Harter
" 2: Joe Lawrence

Name of Deceased (if any) Corine S. Harter

Date of Field Investigation 8-6-71

County Coos

Highway Name Oregon Coast (Tremont St.)

Highway Number 9 Route 101

General Location Intersection with Newmark St. in City of North Bend

Mile Post 236.50

Posted Speed Hwy 101 - 45 MPH

Check Appropriate Items:

Type of Culture
- __ Heavy
- X Moderate
- __ Light
- __ None

Surface Condition
- X Dry
- __ Wet
- __ Snow or Ice
- __ ______ (other)

Grade (in direction of Vehicle's travel)
- X Level on highway
- __ Hillcrest
- __ Approx. __ % descending
- X Approx. 13 % ascending on Newmark Street.

Lighting
- X Daylight
- __ Dawn or Dusk
- __ Darkness Illum.
- __ " , non-Illum.

Alignment Indicate North ○
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions

Description of Accident: Unit #1 was northbound on Hwy 101, pulled into left turn refuge lane provided and stopped prior to making left turn onto Newmark Street. Unit #2 southbound struck Unit #1 in the middle right side as Unit #1 was turning across 2 southbound lanes. Unit #2 was in the westerly southbound lane. Driver of Unit #1 indicated she saw Unit #2 approaching at a high rate of speed as she started to turn and accelerated in attempt to clear southbound lanes.

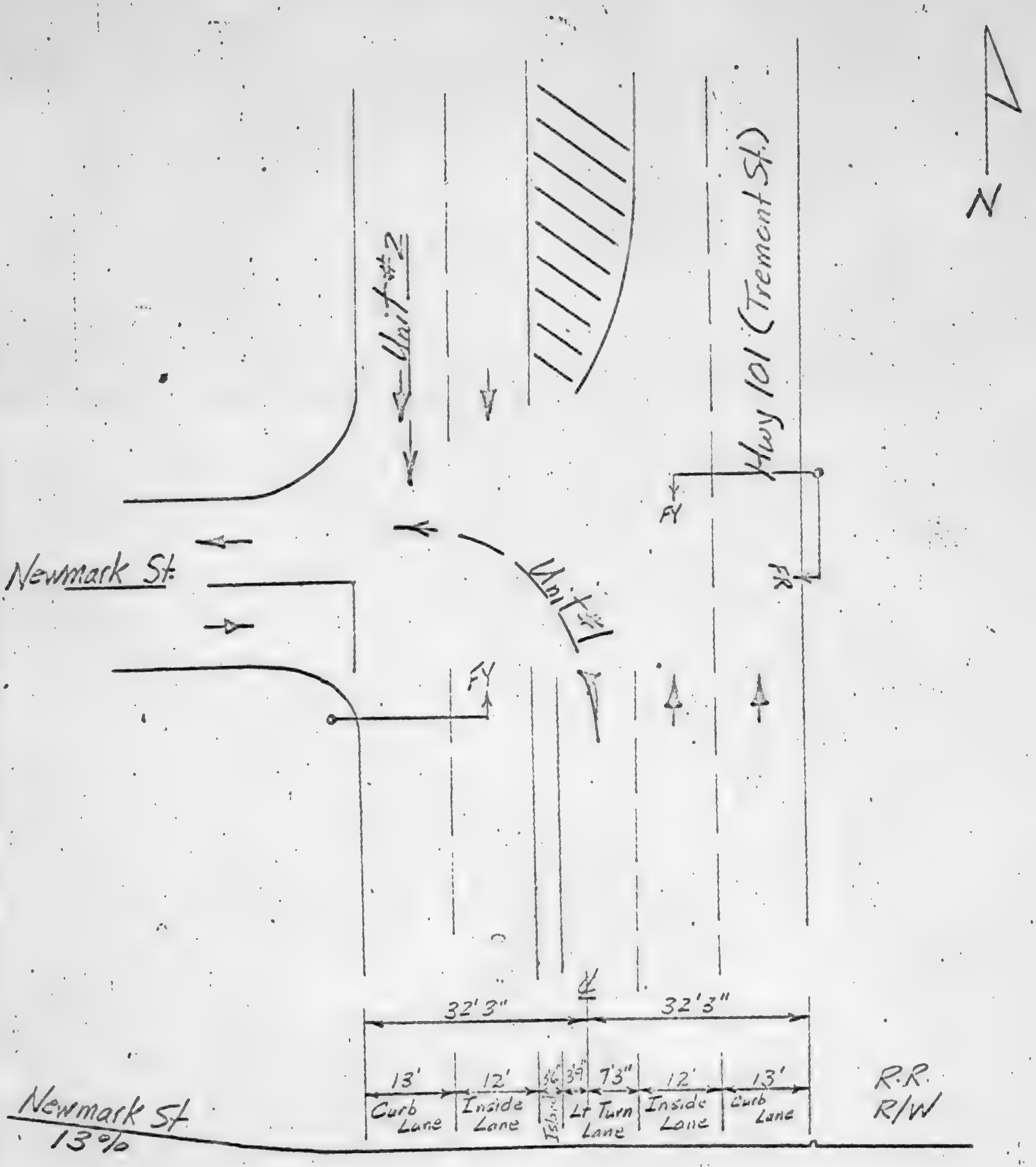
(Use reverse side if more space required)

Distribution: Asst. State Hwy. Engr.
Maintenance Engineer
Traffic Engineer
Region Engineer

Investigator

Title [illegible]

5/20/70



Alignment & X-Section

N. Bend
Traff Signals

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1967

NOTED
H. S. COX

SUBJECT:

To: Mr. I. D. Merchant
Bridge Engineer

BUILDING

This is to advise you that work was completed on June 5, 1967, on Contract No. 6917, Broadway and Newmark Sts. (North Bend) Section, in Coos County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Bridge Division
Office Endorsement

Date: ______________________

Conditions noted on above date:

RECEIVED
JUN 12 1967
ENGINEER
COUNTY & CITY DIVISION

N. Bend Light
@ NEWMARK &
BROADWAY.

\$ 19,000
1,500
\$20,500

contract 6917
1967 compl.

tot= \$ 20,354

VG:vr
cc: R. Alvick
O. A. White
H. S. Cox ✓

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FORM 46-128X 50M 2 65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

September 9, 1965

Oregon State Highway Commission

RECEIVED
SEP 10 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

Gentlemen:

The City of North Bend has requested the installation of a fully-actuated traffic signal at the intersection of Broadway Street and Newmark Street and a flashing beacon at the intersection of Railroad Avenue and Newmark Street in that city. These installations are warranted.

NOTED
RICHARD UNREIN

An agreement has been prepared and executed with the City by which the State will install the signals, with the City agreeing to pay one-half the cost, maintain the installations, and pay for all electrical energy. The total estimated cost of this installation is $15,000. The State's share is $7,500, which will be cared for by Minor Betterment monies.

NOTED
V. R. JONES

Your approval of the agreement and authority for the Secretary to sign the agreement are requested.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
L. R. Chandler
C. H. Maison H. S Cox ✓

7852 Garfield St.-High St. (Eugene) Sec. 1972
of the Pacific Hwy. West
(Traffic signals)

C+A 4263 - 8-9-71

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) T-18-76

D.O. VOUCHER NO. Final Voucher

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5010(6)

VOUCHER PERIOD: FROM 6-13-72 TO 9-18-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$194,790.17	$193,922.49	63.66%	$123,451.06	$123,451.06	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V. E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Garfield Street - High Street (Eugene) Section					
	Lane County					
	Construction					
	Type Code Y031					
	Traffic Signals (MP 122.25 to MP 124002)(Contr. 7852)					
	Final Contract Payment Summary	Lump Sum			$128,190.29	
SFO	#1 Work by City of Eugene	All Required			50,055.05	
SFO	#2 Adjust & Syncronize traffic signals	All Required			1,021.33	
	Total Construction Cost				179,266.67	
	Construction Engineering					
	State	All Required			14,612.28	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			43.54	
	Total Participating Cost				193,922.49	
	Nonparticipating Items					
	Final contract payment Summary	Lump Sum			640.99	
	Interest paid to contractor	All Required			18.84	
	Construction Engineering	All Required			207.85	
	Total Nonparticipating Cost				867.68	
	Total Cost				$194,790.17	
	AMOUNT CARRIED FORWARD......					

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

Summary of Completed Federal Aid Work

Garfield St. - High St. (Eugene) Section

T-5010(5)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals	Y031	$194,790.17	$123,451.06	0.00 Mile

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

WARRANT NUMBER

PAYEE
Hamilton Electric, Inc.
232 W. 5th
Eugene, Oregon 97401

VOUCHER DATE 4-26-74

TOTAL AMOUNT $ 3,200.00

CONTRACT NO. 7852

ESTIMATE NO. 9 Post Final

PERIOD COVERED: to 11-26-73

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.13, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ____________________ certify that I am ____________________

____________________ that I have knowledge of the within described and attached claim;

(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____________________ (Signature)

FORM 81-734-A20X TEMP.

OREGON STATE HIGHWAY DIVISION **CONTRACT PAYMENT VOUCHER**	COUNTY LANE	CONTRACT NO. 7852	ESTIMATE NO. 9
	HIGHWAY PACIFIC HIGHWAY WEST	FEDERAL AID PROJECT NO T 5010005	PREFIX NO'S
	SECTION GARFIELD ST-HIGH ST (EUGENE)		

81-734-1030

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	3513.0000	100.000	3513.00	3513.00	
002	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	121492.0000	100.000	121492.00	121492.00	
	PRICE AGREEMENT ITEMS						
30101	1P INSTALL JCT BOXES IN POLE BASES	EACH	40.0000	5.000	200.00	200.00	
30201	1P INSTALL ADDL AMPLIFIERS	LUMP SUM	469.0000	100.000	469.00	469.00	
30202	1P INSTALL PEDESTRIAN TIMERS	LUMP SUM	293.0000	100.000	293.00	293.00	
30301	1P PROVIDE 30FT POLES WITH MAST ARMS	LUMP SUM	1954.0000	100.000	1954.00	1954.00	
30401	1P DEL TYPE A CURB & GUTTER	LUMP SUM	160.0000-	100.000	160.00-	160.00-	
30402	1P INST TEMP WOOD POLE	LUMP SUM	256.1000	100.000	256.10	256.10	
30501	1N PURCH MAST ARM	LUMP SUM	640.9900	100.000	640.99	/N. 640.99	
30501	1P REV POLE & SUBS MAST ARM	LUMP SUM	173.1900	100.000	173.19	173.19	
	ADJUSTMENT ITEMS						
6001	P LIQUIDATED DAMAGES	DAYS	100.0000-	32.000	3200.00-	3200.00-	
6001A	P LIQ DAM TIME EXT 4-19-74	DAYS	100.0000	32.000	3200.00		3200.00
		Type Code Y031	'P' Constr. Cost $128,190.29	'N' Constr. Cost $ 640.99		Total Cost $128,831.28	

DATE 04 25 74 PG. 01 7852	TOTAL CONTRACT ITEMS	128831.28	125631.28	3200.00
PREVIOUS VOUCHER NO. 39393	--- % RETAINED ON CONTRACT ITEMS			
CHECKED BY: CP/jr	FORCE ACCOUNT			
ENGINEER OR AUDITOR Alva Williams, Jr. /	TOTAL PAYMENTS	128,831.28	125,631.28	3,200.00

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 27, 1976

CITY Eugene **Contract No.** 7852 **Date Completed** 11-26-73

PROJECT # EHS-T-5010(5) **Section** Garfield St.-High St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$128,831.28
SFO No. 1 Work by City	50,055.05
SFO No. 2 Adjust and Syncronize Signals	1,021.33
Construction Engineering	14,820.13
Equal Opportunity Program Expense	43.54
Interest Paid to Contractor	18.84
Total Project Cost	$194,790.17
Federal Aid Funds Collected	123,451.06
Balance	$ 71,339.11
City's Share per Agreement dated 8-6-71 50% of $71,339.11 =	$ 35,669.55
City's Advance Deposit 12-4-72	40,430.00
REFUND DUE CITY	$ 4,760.45

Reference: Billing Form cc-1573

I

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
City Hall
Eugene, Oregon 97401

Attention of Mr. Alva Williams, Jr.
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc- 1573

Date May 26, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project EHS-T-5010(5)
Garfield St.-High St. Section
W. 6th Ave.-W. 7th Ave. Couplet
City of Eugene

Contract No. 7852
Covered by Agreement dated 8-6-71

Itemized Statement: CLR-DT-File No. 501005 Advance Deposit $40,430

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$40,430.00	
		Amount Previously Transferred	35,430.00	
				$ 5,000.00
		City's Share per Attached Sheet	$35,669.55	
		Amount Previously Transferred	35,430.00	
				$ 239.55
		REFUND DUE CITY		$ 4,760.45
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 20-0607-299

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 40,430.00

Submitted by: GEZ
Gary E. Zehner, Urban Program Engr.

Is this a partial or final request for billing? Final

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 35,430

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service. cc-1371

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
5-5(62)	7958	603-1026	Baldock Safety Rest Area	223,377.18	2-24-76
-80N-1(38)	7915	626-1005	N.E. 122nd Ave. Interch.	23,109.74	"
-80N-6(49)	7671	631-1074	Ladd Canyon	3,630,718.91	"
80N-8(24)	7670	623-1037	Olds Ferry - N. Fk. Jacobsen Gulch	9,258,120.30	"
-205-7(26)	7829	603-1024	Gladstone Interch. - W. Linn Inter.	365,257.46	"
5010(5)	7852	20-0607	Garfield St. - High St. (Eugene)	123,451.06	"
RS-347(3)	7945	509-1086	Little Desch. R. (Montgomery Br.)	89,300.54	"
RS-597(1)	7966	520-1062	Wohink Lake (Canary Rd.) Brs.	441,060.54	"

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. V Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon
Capital Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5010(6) EUGENE

VOUCHER PERIOD: FROM 6-13-72 TO 9-10-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$194,790.17	$193,922.49	63.66%	$123,451.06	$123,451.06	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Garfield Street - High Street (Eugene) Section					
	Lane County					
	Construction					
	Type Code Y031					
	Traffic Signals (MP 122.25 to MP 124002)(Contr. 7052)					
	Final Contract Payment Summary	Lump Sum			$120,190.29	
SEO	#1 Work by City of Eugene	All Required			58,055.05	
SFO	#2 Adjust & Syncronize traffic signals	All Required			1,021.33	
	Total Construction Cost				179,266.67	
	Construction Engineering					
	State	All Required			14,612.28	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			43.54	
	Total Participating Cost				193,922.49	
	Nonparticipating Items					
	Final contract payment Summary	Lump Sum			640.99	
	Interest paid to contractor	All Required			18.84	
	Construction Engineering	All Required			207.85	
	Total Nonparticipating Cost				867.68	
	Total Cost				$194,790.17	

AMOUNT CARRIED FORWARD..

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

EUGENE

```
                                              TOT      N2         1,705 61CR          144 31              154 67
                                              TOT      N9         3,101.09          3,101.09
                                         ** JOB TOTALS **                  **     235,494 81   **     370,245.52   **

015  GARFIELD ST-HIGH ST CONT NO 7852 * FA PROJ NOS T   510005 100                                              STATE
                         020     0607      [illegible]1    00 P 1                                 128 190 29
                         020     0607      [illegible]     00 N 1                                     640.99
                         020     0607      [illegible]06   00 N 1                                      18.84
                         020     0607       276            02 P 1                                   1,021.[illegible]
                         020     0607       282            01 P 1               50,055 05          50,055 05
                         020     0607       296            00 N 9                1,494.78CR        153,881.06CR
                         020     0607       298            00 N 9                1,494 78          123,451 06
                         020     0607       299            00 N 9                                  25,430.[illegible]
                         020     0607       900            00 P 1               48 015 76CR        14,6[illegible] 13
                         020     0607       900            00 N 1                                     [illegible].85
                         020     0607       985            00 P 1                                      4[illegible] 54
                                            TOT            P1                    2,029.29          192,922 92
                                            TOT            N1                                          [illegible] 53
                                         ** JOB TOTALS **                  **    2,029.29  **      194 720 12   **


DATE JOB COST SUMMARY                                               APRIL 1976            PAGE   22

ON OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      FISCAL              GRAND TOTAL         AC
                                                                              YEAR TO DATE        TO DATE             EE

[illegible] A E-E 36TH AVE (EUGENE CONT NO      * FA PROJ NOS T   510007 100                                           STATE
                         020     0608       296            00 N 9   1,028 13CR         1,028.13CR         4,[illegible]CR
                         020     0608       298            00 N 9                                         3,600 59
                         020     0608       299            00 N 9   1,028 13           1,028 13           1 028.13
                         020     0608       901            00 P 1                                            60 78
                         020     0608       910            00 P 1                                           [illegible]6.00
                         [illegible]        [illegible]    31[illegible]  [illegible] P 1
```

STATE COPY

9-9-75

U.S. D... RTMENT OF TRANSPORTATION
FE... AL HIGHWAY ADMINISTRATION

cc: OSHD (N S Coulter)
Wash DC (HHO-32)
G. K. Hossner

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9-9-75	REPORT MADE BY Dick Schimelfenyg, Hwy Engr Trainee		PROJECT NO. EHS-T-5010(5)
COMPLETION DATE 11-26-73	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED 116 %	CONTRACT TIME 200 Days
APPROVED EXTENSIONS 32 Days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 18 1975
Washington

GARFIELD STREET-HIGH STREET (EUGENE)
PACIFIC WEST HIGHWAY-LANE COUNTY
Traffic Signals

Final inspection was made on 1-3-74 by T. P. Lowe, Area Engineer, FHWA accompanied by J. Wilson and Ellis Jones, OSHD. A time extension was pending and has subsequently been approved on April 4, 1974.

9-9-75

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 9-9-75	TITLE District Engineer	DATE SEP 18 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DE TMEN TRANSPORTATION - FEDERAL HIGH ADM RATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*		2 — 4	5 — 8	9 — 12	13 — 15		
		16 — 18	19 — 22	23 — 24	25 — 27	28 — 30	31 — 33	

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Lane	FEDERAL PROJECT NO. T-5010(5)	URBAN (X) RURAL ( )

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		21031		DATE STARTED 1-10-73
20	FINAL CONSTRUCTION COST	DOL.	125,631		DATE COMPLETED 11-26-73
21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 1,534	GROSS EARNINGS 13,547

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	61,574	
	9	PETROLEUM PRODUCTS	GAL.	475	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	7,637	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	92	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 — 52	53 — 61	62 — 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		30"	6'
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

Eugene

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 21, 1974

FILE:

FROM: Dettmar W. Jones Jones
Staff Auditor

TO: Vernon E. Skoog
Controller

SUBJECT: Audit Report
City of Eugene
TOPICS Project T-5010(5)

RECEIVED
COUNTY & CITY SECTION
DEC 2 1974
☐ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☑ RPE ☐

Definition Statement

The OSHD signed two agreements with the City of Eugene in May, 1971, for the referenced TOPICS project. They outlined construction and traffic signal installation on the 6th-7th Street Couplet between Garfield and High Streets.

City submitted one progress billing and a final billing for project costs of $49,999.50.

Analysis

Our Resident Engineer on the project, Ellis Jones, examined and approved both billings prior to payment as to completion of the work and reasonableness of the charges.

Costs consisted of payroll charges, rental of City-owned equipment and materials and supplies. The City attached supporting documentation for these charges to an extent that precluded the necessity of a site audit.

Payroll charges were supported by a detailed ADP listing. Previous audits of the City procedures by OSHD auditors have shown that these computer printouts correctly reflect direct labor charges from original time cards.

The summary sheets for equipment rental charges were equally detailed and reliable. A check of the mathematics, however, did reveal an error in addition in favor the City for $55.55.

Materials and supplies charges were supported by purchase orders, project identification on the vendor's invoices and copies of checks in payment of the charges.

Conclusion

We recommend payment of City charges as revised for a total of $50,055.05 and submission of our claim in this amount to FHWA for reimbursement from TOPICS program funds.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc
cc: Ellis Jones
Dick Unrein ✓
Dick Hacek

F. R. [illegible]

7852

November 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. T-5010(5)

SUBJECT Request Change Order Approval

Contract 7852, State Force Order No. 2

Project Garfield St. - High St. (Eugene)

Highway Pacific Highway West

County Lane

This State Force Order provides for completion of the adjustment and synchronization of the three-dial traffic signal equipment. City of Eugene forces who installed the signal system lacked expertise to complete the above-mentioned work. The work will be performed by State Forces.

The use of State Forces to do this work is considered in the public interest under provisions of PPM 21-6.2 (FAM 6-4-1-6) for the following reasons:

1. Modification of existing traffic control signals by the City of Eugene Forces was found to be in the public interest per Mr. Greens later dated November 16, 1972. An estimated cost ($50,000) was approved for this work and covered under State Force Order No. 1.

2. City of Eugene Forces were able to complete all work except final adjustment and synchronization due to lack of experience.

3. State Forces with the necessary experience were available to perform the work necessary to make the system operational.

The estimated total costs of the work was $500 with Federal participation $390. The Federal Area Engineer recommended tentative approval of the work October 24, 1974.

Your approval as of September 16, 1974 is requested.

Attach.

VG:wm

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 115725 T

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-18-74	CC 1447		7984-900-295

CODE: EUGENEC new

- City of Eugene
- City Hall
- Eugene, Oregon 97401
-

Attn: Traffic Engineer- Alva Williams Jr.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING" TOPICS project T-5010(5) State Preliminary Engineering Charges Covered by agreement dated 12-1-69, Contract 7852			
Advance Deposit by City (4-3-72)			600.00
Total State P.E. Charges			4,675.45
Balance due from City			$ 4,075.45

RECEIVED
COUNTY & CITY SECTION
OCT 28 1974

☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

File Copy

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-69)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
City Hall
Eugene, OR 97401

Attention of Mr. Alva Williams, Jr
Traffic Engineer

Request No. (assigned by staff engineer or head of division) cc 1447

Date October 4, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5010(5)
State Preliminary Engineering Charges

Covered by agreement dated 12/1/69
Contract 7852

☑ ENGR. ✓ [illegible] ✓ OE ☒ RE ■ UE
☑ BPE ○ CE ℓ RE ☒ RPE ☐

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit by City (4/3/72)		$ 600.00
		Total State P.E. charges		4,675.45
		BALANCE DUE FROM CITY		$4,075.45

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 7984-[illegible]-295

Submitted by: Richard Unrein, Urban Engineer
County & City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

```
                                                                              65 39
       000   7980    121    00                                               510. 95
       000   7[illegible]    131    00                                                26 7[illegible]
       000   7[illegible]    143    00                                                54. 4[illegible]
       000   7[illegible]    144    00                                                50 9[illegible]
       000   7980    183    00                                               243. 41
       000   7980    191    00                                             - 080 03CR
       000   7980    594    00



                                                          AUGUST 1974        PAGE 1219
DATE JOB COST SUMMARY
                                                            FISCAL           GRAND TOTAL
ION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                          **                **        11. 23CR**
                                  ** JOB TOTALS **
                                                                                      80 78
                          000   7981    141    00                                   6. 667. 59
                          000   7981    144    00                                   6. 748. 37CR
                          000   7981    594    00                                                **
                                  ** JOB TOTALS **                **               **
                                                       1, 174. 91        2. 698. 66      53. 802. 72
RTIVE TRAINING PROGRAM    000   7983    529    00                                    4. 709. 89
                          000   7983    529    74                                   39. 992. 75CR
                          000   7983    594    00                                   18. 519. 86  **
                                  ** JOB TOTALS **    1. 174. 91  **     2. 698. 66  **
                                                                                     4. 109. 27
E EUGENE-CHECK DESIGN     000   7984    900    00                                      57. 18
                          000   7984    905    00                                       3. 70
                          000   7984    911    00                                      57. 76
                          000   7984    920    00                                     214. 06
                          000   7984    921    00                                     126. 20CR
                          000   7984    922    00                                     297. 04
                          000   7984    923    00                                      62. 64
                          000   7984    980    00                                   4. 675. 45  **
                                  ** JOB TOTALS **                **               **
                                                                                      609. 48
LLAMOOK CO SANITARY AUTH  000   7985    900    00        106 77           523 44      609. 48  **
                                  ** JOB TOTALS **       106. 77  **      523. 44  **
                                                                                        83
                          000   7986    568    00                                   1. 138. 66
                          000   7986    568    00 0                                 1. 139. 49CR
                          000   7986    594    00 0                                             **
                                  ** JOB TOTALS **                **               **
                                                                                     4. 572. 30
KSHOP FOR HWY VISIBILITY  000   7987    568    00 0   66. 399 78CR    66. 399 78CR  159. 697 35CR
                          000   7987    594    00                                    4. 572. 20CR
                          000   7987    594    00 0                                       13 50
                          000   7987    811    00                                    7. 625. 61
                          000   7987    900    00          82. 60          168. 56        248 21
                          000   7987    901    00                                       130 50
                          000   7987    910    00                                   152. 141 04
                          000   7987    911    00       7, 806. 14      10. 247 66       113. 25
                          000   7987    911    00 6                                     178 08
                          000   7987    911    00 0       178. 08          178 08        226 60
                          000   7987    919    00                                       979. 34
                                  ** JOB TOTALS **    68. 333. 96CR**  56. 806 48CR**
                                                                                     2. 843 28CR
TE FORESTRY DEPT (TECH)   000   7988    594    00                                    2. 843. 28
                          000   7988    900    00                       5. 56CR
                          000   7988    911    00                       5. 56CR**
                                  ** JOB TOTALS **                **
                                                                                     6. 320. 31CR
TE FORESTRY DEPT (AID)    000   7989    594    00
```

7852

5

May 2, 1974

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $3,200 will be made to Hamilton Electric, Inc., on Contract No. 7852 for traffic signals on the Garfield Street-High Street (Eugene) Section of the Pacific Highway West in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $128,831.28 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

6th - 7th Eugene. T

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM 81-734-1087

FROM: Environmental Section

ADDRESS: 412 Highway Bldg., Salem

TO: ACCOUNTING SECTION—

DATE OF REQUEST: April 30, 1974

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Payroll for: March 1973, May 1973, June 1973, and August 1973. Photographic Work Order June 1973

DATE OF ORIGINAL DOCUMENT: April, June and August 1973

VENDOR'S NAME:

DATE OF VENDOR'S INVOICE:

			CHARGE			CREDIT		
QUANTITY	UNIT	DESCRIPTION	DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
		Transfer charges due to	20-0606-923	610	48	7984-900	610	48
		erroneous use of prefix:				7984-922		
		George Ramjoue', Tony George,				(7984 Series)		
		Stu Couper and Ron Sheilan						
		are personnel involved.						
		Voucher Numbers:						
		86938						
		87837						
		88491						
		88492						
		88504						
		87870						
		88758						
		TOTAL		610	48		610	48

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ SPE ☐ CE ☒ RE ☑ RPE ☐

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST: Richard Unrein attempting to get charges corrected on 7984-900 requested we make this transfer.

TOPKS

PREPARED BY: Donna M Brown

APPROVED: Larry A. Potter

Zubers 237.52
[illegible] 1,693.44
[illegible] 444.12

7984

SAVE

APRIL 72 81773 [illegible] 157.68

MAY 72 81976 [illegible] 79.84

JUNE 72
82585 Tofte — [illegible] 25.76
82478 [illegible] — [illegible] 114.12

JULY 72 —

AUG 72
04761 [illegible] 1.50 83126 8.28 83087 Butler 192.80
83019 1.50 83131 7.92 83121 Butler 69.12
83077 Butler — 69.12 83085 J. Wood [illegible] 69.12 83102 Butler 207.36
83135 1.44 Quinn Br 110.00 83191 Crockett (TP) 167.60
83086 Quinn 220.00 Wittmeyer (TP) [illegible]
83078 Wolfe 125.28 83118 Tofte 54.08

SEP. 72
83696 4.32
83662 69.12
[illegible]

OCT 72
83755 Butler 69.12 84197 7.92
84064 276.48 Fsh 84208 — Butler — 345.60
84081 108.16 Crockett 84051 — Butler Wittmeyer 345.60
84196 245.20 Wittmeyer 49.04
315.60 Butler
1.50
2.32

NOV. 72
18653 3.25 84724 Blueprints 35.00
84486 Blueprints 28.05 84563 Typing 11.38
84489 Blueprints 35.64 ~~84562~~x Typing — 14.38
84648 Blueprints 54.60 20045 Gen [illegible] 183.61
84562x John Day 200.00 84617 Blueprints 21.80

DEC. 72
22727 1.65
85231 3.10

JAN 73 —

FEB 73 27622 [illegible] 7.00

MAR 73 —

798A

SAVE

APR. 73	86938	[illegible]	57.68 ✓
MAY 73	—		
JUNE 73	87870 87837	[illegible] 〃 [illegible]	93.96 ✓ 15.66 ✓
JULY 73	88359 88491 88492 88504	ENVIRONMENTAL SEC. [illegible]	$ 371.22

~~$540.52~~

3

$537.52

PLANNING

ERRONUOUS CHARGES

NAME	AMT	VOUCHER#	Pay Period
Bill Crawford	$ 38.28	88753	July 7, 73
Mike Shultz	$ 59.92	88753	July 7, 73

CHARGED TO PREFIX 7984-922

SHOULD HAVE BEEN

CHARGED TO PRE FIX 320-1949-922

20-0608-922

50/50
Split

BRIDGE
Rd. DESIGN

ERRONEOUS CHARGE

NAME	AMT	VOUCHER #	Pay Period
C.O Tedrow	$114.08	88748	8-3-73

CHARGED TO PREFIX 7784-900

SHOULD HAVE BEEN CHARGED TO PREFIX 20-0606-900

7852

April 19, 1974

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7852 for work on Garfield-High Street (Eugene) Section of Pacific Highway West in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 32 calendar days which will waive all liquidated damages is granted on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
A. Shirley, Jr.
V. L. Gallagher

JAB:fr kmb

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 27, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 233 days, within which to complete our Contract No. 7852, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Sheets.

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By

CONSENT OF SURETY

Date November 27, 1973

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
DOUGLAS E. WALWYN (SEAL)

Resident Agent
DOUGLAS E. WALWYN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7852 Contractor Hamilton Electric, Inc

Highway Pacific Highway West

Section Garfield St. - High ST. (Eugene)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend extension of 32 calendar days for extra work on 4 added price agreements and delay awaiting work performed by a utility.

Recommended for Approval:

J. X. Wilson
Regional Engineer

John A. Bond
Construction Engineer or Bridge Engineer

Kessey
Acting Ass't State Highway Engineer

Contract No. 7852
Project designation T-5010(5) State-Federal
Date awarded December 6, 1972
Work started January 10, 1973
Per cent completed November 26, 1973 Date
No. of Workdays Allowed 200
No. of Workdays Used 232
No. of Added Workdays Requested 32

SP*67065-734

Form FHWA 121 (Rev. 5-73)

7852

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: FAP T-5010(5)
Garfield-High Street (Eugene)
Time Extension

DATE: April 10, 1974

In reply refer to: 10-41-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in a 32 calendar day extension of time for the subject project as recommended in Mr. Coulter's letter dated April 8, 1974.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 12 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign		File
					✓	

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. [illegible]

4-16-74
cy Keasey
Shirley
Gallagher

NOTED
H.S. COULTER

7852

April 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7852
Garfield-High Street (Eugene)
FAP No. T-5010(5)

Hamilton Electric, Inc., the contractor for the subject traffic signal installation project, has requested 33 additional days in which to complete the contract without assessment of liquidated damages.

The contract was awarded December 6, 1972, and 200 calendar days were allotted to complete the work, which forecast a completion date of July 6, 1973. A suspension of work order was issued covering the period from June 1 to October 8, 1973, because of a labor dispute involving a supplier (signal cable manufacturer). The order was temporarily rescinded while poles were erected from June 30 to July 18, 1973, and calendar days were assessed while this work was performed. The contract work was completed November 26, 1973, with 232 calendar days charged, an overrun of 32 days.

The extra work cited is Price Agreement 1 (1½ days) for installing additional conduit; Price Agreement 3 (8½ days) for revising the height of 12 poles; Price Agreement 4 (3 days) for installing a temporary pole at 6th & Garfield; and Price Agreement 5 (15 days) for revising mast arm of pole at 6th & High. An additional five-day delay resulted when the contractor was unable to complete his work at 6th & High until the Eugene Water and Electric Board had completed their lighting changes there. This involved the new signal poles and this was the location of last work done by the contractor to complete the project. The total delay caused by these items is 33 days.

We ask your concurrence in a 32 calendar day extension of time which would waive all liquidated damages which accrued at the rate of $100 per day.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 3, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Garfield-High Street (Eugene)
Contract No. 7852
FAP No. T-5010(5)

Hamilton Electric, Inc., the contractor for the subject traffic signal installation project, has requested 33 additional days in which to complete the contract without assessment of liquidated damages. Extra work on 4 added price agreements, shortage of labor, and delay awaiting work performed by a utility have been cited as reasons for failure to complete the contract within the time allotted.

The contract was awarded December 6, 1972 and 200 calendar days were allotted to complete the work, which forecast a completion date of July 6, 1973. A suspension of work order was issued covering the period from June 1 to October 8, 1973 due to a labor dispute involving a supplier (signal cable manufacturer). The order was temporarily recinded while poles were erected from June 30 to July 18, 1973 and calendar days were assessed while this work was performed. The contract work was completed November 26, 1973 with 232 calendar days charged, an overrun of 32 days.

The extra work cited in the contractor's request and the delays caused by the extra work were: Price Agreement 1 (1-1/2 days) for installing additional conduit; Price Agreement 3 (8-1/2 days) for revising the height of 12 poles; Price Agreement 4 (3 days) for installing a temporary pole at 6th & Garfield; and Price Agreement 5 (15 days) for revising mast arm of pole at 6th & High. An additional 5-day delay resulted when the contractor was unable to complete his work at 6th & High until the Eugene Water and Electric Board had completed their lighting changes there. This involved the new signal poles and this was the location of last work done by the contractor to complete the project. The resident engineer agrees that the above items of work did delay the project and recommends the time requested as reasonable in each case. The total delay caused by these items is 33 days.

Shortage of electricians, work added by Price Agreement 2, and delays associated with a supplier's labor dispute were cited by the contractor as contributing factors, but no specific time was requested for these items. The 33 days of delay documented above, however, are more than sufficient to cover the actual overrun of contract time.

RECEIVED
APR 4 1974
Office of
Assistant State Highway Engineer

Based on the above, I recommend that the contractor be granted a 32 calendar day extension of time which would waive all liquidated damages which accrued at the rate of $100 per day.

This is a "Federal-Aid Topics Project" and any adjustment of contract time will require the concurrence of the FHWA. A rough draft letter requesting their approval is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

P. O. BOX 3138
PHONE 363-9277

280 International Brotherhood of Electrical Workers

3814 COMMERCIAL S. E.
SALEM, OREGON 97302

December 18, 1973

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

It is my understanding that Hamilton Electric, Inc., of Eugene, Oregon, has requested an extention of time for completion of Oregon State Highway Department Contract #7852, Garfield Street-High Street Traffic Signals, Eugene.

This is to inform you that Hamilton Electric, Inc., requested additional journeymen wiremen on this job around June 1, 1973, but due to a shortage of workmen the Local Union was unable to supply their needs until November 5th, when a few workmen became available for dispatch.

Yours very truly,

Glen McCall

Glen McCall
Business Mgr.-Fin. Secy.

GM bp

HE
ELECTRICAL CONTRACTING

November 30, 1973

OSHD # 7852

1. Price Agreement Number 1 called for cutting in pole bases and installing conduit to junction boxes in 5 locations. Conduits were indicated on plans to be stubbed out but were not. Extra time required 1½ days.

2. Price Agreement Number 2 called for the installation of two additional amplifiers and providing and installing pedestrian timers. No extra time required.

3. Price Agreement Number 3 provided for changing the physical dimensions of twelve poles. This change stopped the supplier's pole production and preliminary preparation until final approval was received. We submitted our proposed price change on January 24, 1973 but did not receive final approval until April 27 (see our attached letters requesting time extension). The delay caused us considerable problems in manpower scheduling and staffing. Had the poles been produced as we originally scheduled then we would have received and installed them when we had ample manpower. However, the change set back our scheduling and caused us to receive and install them at a time when electricians were not available to us (see paragraph 7). As a result we could only operate a 3 man crew instead of a 6 man crew. Extra time required 8½ days.

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

4. Price Agreement Number 4 called for installing a temporary wood pole at the N.E. corner of 6th. and Garfield to support the existing signals while the new pole foundation and pole were installed in the same location as the existing pole. Additional time required 3 days.

5. Price Agreement Number 5 called for furnishing and installing a 25 foot mast arm in place of a 20 foot arm at one location at 6th. and High. This change was approved about October 1, 1973 and the arm was ordered on that date. Our contract completion date was October 25, 1973. The mast arm arrived on October 29, 1973 and we began installation of the entire intersection at that time. We were not able to begin prior to that time because we could not install any equipment until the mast arm arrived. Additional time required 15 days.

6. The Eugene Water and Electric Board was requested to move their lighting to our new poles at 6th. and High (see paragraph 5) on November 20. However, they did not do this until November 26. Additional time required 5 days.

7. Throughout the final stages of the job we were not able to obtain sufficient electricians from I.B.E.W. Local 280 with whom we are signatory. We had an unfilled order for electricians for this and other projects (see attached letter). There were no electricians available at any local union in the State of Oregon from June on this year.

8. A stop work order was placed on this job on June 1, 1973 because of a strike by a cable supplier. The delay in receipt of this material complicated our scheduling by placing completion date of this contract in a period where we had a number of other Oregon State Highway Department contracts and subcontracts to complete. Since electricians were not available as pointed out above, we were forced to operate with a smaller crew than we would have normally used.

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 25, 1973

Mr. Al Williams
Traffic Engineer
City of Eugene
City Hall
Eugene, Oregon 97401

Attached are copies of a letter received by us from Econolite and our February 27 letter to Ellis Jones. We request again that we be forwarded forms so a time extension can be requested.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

ELECTRICAL CONTRACTING

February 27, 1973

Oregon State Highway Department
[illegible]
Eugene, Oregon 97403

Attention: [illegible] Jones

We are awaiting approval of some pole and equipment changes requested by the City of Eugene. As noted in the attached letter [illegible] of materials. We hereby request [illegible] time extension [illegible] based on delivery dates [illegible]

— CHANGES RECEIVED BY US 3/9/73

[illegible] ELECTRIC, INC.

[illegible]

[illegible]

2[illegible] WEST [illegible] 503/[illegible] POST OFFICE BOX [illegible] EUGENE, OREGON [illegible]

ECONOLITE Solving Tomorrow's Traffic Problems...Today

February 26, 1973

Hamilton Electric
P. O. Box 708
Eugene, Oregon 97401

Attention: Mr. Emerson Hamilton

Subject: Your P.O. 1990 - Our S. O. 6133-10
Garfield & High (Eugene)

Dear Mr. Hamilton:

Ameron has informed us that they cannot proceed with the pole order and anchor bolts until final approval of the revision is obtained.

We are experiencing the same situation with our plant regarding the addition for the connecting cables and inter facing for the Pedestrian Interval Timers. The design of the D4302 controller cabinet is on "Hold" until this question is resolved. It will require approximately 20 weeks for delivery after this information is received. This will be beyond the original contract completion date.

I suggest that you notify the State and request a time extension at this time based on these facts.

Very truly yours,

ECONOLITE, A Division of
Altec Corporation

E. T. Gossack

Edward T. Gossack
Applications Engineer

ETG/d
cc: General File
Production Engineering

3685 MARKET ST. N.E. SALEM, OREGON 97301 (503) 581-3857
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

7852

April 9, 1974

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On April 3, 1974, we wrote to you concerning release of final payment on Contract No. 7852 awarded to Hamilton Electric, Inc., for traffic signals on Garfield Street at High Street in Eugene, Lane County.

Final payment on this contract is $5,281.56 and the total contract amount is $125,631.28. No work was performed under force account.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Hacek
Alfred Shirley

7852

REPORT NO. 60 5

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GARFIELD ST. - HIGH ST. (EUGENE)

WEEK ENDING: MARCH 2, 1974

SECTION PREFIX: 20-0607

HIGHWAY: PACIFIC HIGHWAY WEST

COUNTY: LANE

KIND OF WORK: TRAFFIC SIGNALS

NAME OF JOB: GARFIELD ST. - HIGH ST. (EUGENE)

CONTRACT NUMBER: 7852

FEDERAL AID PROJECT NUMBER: T-5010(5)

CONTRACTOR: HAMILTON ELECTRIC, INC.

DATE WORK STARTED: JANUARY 10, 1973

ESTIMATED COMPLETION DATE: COMPLETED

DATE OF CONTRACT: DECEMBER 6, 1972

SPECIFIED WORK DAYS

WORK DAYS USED

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 232

MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 116%

PROJECT AUTHORIZATION: $ 202149.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% (CONTRACTOR)

EXCLUSIVE OF ENGINEERING: $ 186119.73

ENGINEERING AUTHORIZATION: $ 16029.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92% "

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 175631.00

ENGINEERING COST TO DATE: $ 10400.00

DATE PROJECT WAS COMPLETED: NOVEMBER 26, 1973

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.6%

PERCENT OF AUTHORIZATION: 64.9%

SEMI-FINAL WAS SUBMITTED MARCH 1, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	CONTRACT	SFO#1					
PERCENT	100%	88%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	RAIN			
TUESDAY	SHOWERS			RECEIVED
WEDNESDAY	RAIN			
THURSDAY	SHOWERS			
FRIDAY	SHOWERS			
SATURDAY				

Keesey K
Bond B
Jackmond
Hand

EDIT

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Feb. 24 thru March 2, 1974
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status:

Contractor completed work November 26, 1973.
City of Eugene continuing work on SFO # 1.

Final inspection was held on January 3, 1974.

Semi-final was submitted today.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Ellis H. Jones LOCATION Eugene, Oregon
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F210

7852

--S

STATE COPY

2-14-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33A
(REV. 3-68)

OSHD (Johnson)
Region
Wash DC

INITIAL INSPECTION REPORT

ch

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Division: Oregon

Region No.: 10

Report No.: 1

County: Lane

Project No.: T-5010(5)

Date of Inspection: 2-14-73

Inspection Made By: T. P. Lowe, Area Engineer

In Company With: John Christopherson, Ass't Resident Engineer

Location: The project is located near the center of Eugene on 6th and 7th Avenues between Garfield St and High St. 6th and 7th Avenues are a one-way couplet.

Contractor Name and Address: Hamilton Electric, Inc. of Eugene

Time Started: 12-19-72

Work Started: 1-10-73

Award Date: 12-6-72

Contract Amount: $125,005.00

Time Allowed: 200 Cal Days

Time Elapsed: 30 %

Work Completed: 13%

Quality of Work: Satisfactory

Progress of Work: Satisfactory

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	1.77	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
N[illegible]D U. S. [illegible]		

3-6-73
[illegible]

COPY SENT
MAR 05 1973
REGIONAL OFFICE

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

GARFIELD STREET-HIGH STREET (EUGENE) SECTION
PACIFIC WEST HIGHWAY - LANE COUNTY
Traffic Signals

1. **Description of Work**

   This project consists of up grading and standardization of the existing traffic control facilities and the signalization of one additional intersection to facilitate the safe and efficient flow of traffic along this corridor.

2. **Scope of Inspection**

   A brief field review of the completed conduit installation was made. No work was being performed at the time of this inspection.

3. **General**

   The contract is being administered by the City of Eugene. Mr. Ellis Jones, Resident Engineer for the State, is assisting the city to insure that proper quality assurance procedures are followed.

(more)

The contractor has finished ~~off~~ the interconnect conduit system and is now waiting for the signal hardware to be delivered.

The city has proposed a no-cost price agreement to change the cast iron pole junction boxes to the concrete type. This will result in uniformity with other city installations. I recommend this change be approved subject to cost justification.

T.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 27, 1972

To: Mr. Al Williams
Traffic Engineer
City Hall
Eugene, OR 97401

6

RECEIVED
COUNTY & CITY SECTION
DEC 27 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

From: L. E. George
Traffic Engineer

Subject: Traffic Signal Heads
TOPICS Project
6th & 7th Avenues
Eugene

Reference is made to your December 15 letter wherein you suggest that the 3-M adapter be used for providing 12-inch red indications in place of the standard signal head section shown on the plans.

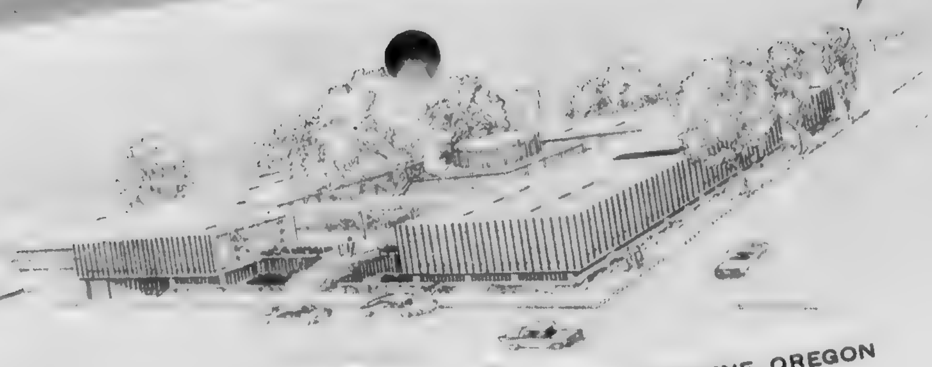
This office would have no objection to the use of the adaptors.

VPJ:njc

bc: J. H. Versteeg
Dick Bladorn

Form E-123

T.



EPARTMENT OF PUBLIC WORKS — 777 PEARL STREET CITY HALL — EUGENE, OREGON 97401
EL - 503 - 342-5221

December 15, 1972

Oregon Division of Highways
County-City Projects
Highway Building
Salem, Oregon

Attention: Dick Unrein

Gentlemen:

This letter is in reference to our TOPICS job on 6th and 7th Avenues in Eugene. A question has arisen as to the acceptability of a Minnesota Mining product for signal head modification.

A number of 8-8-8 heads have to be modified to 8-8-12's. It is requested that the MMM SA-812 Adaptor be approved in lieu of purchasing a separate 12" head and new backplate. A copy of the literature is attached.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AWJr/lb

enc:

cc: Glen Clark, Roseburg Div. of Highways
Ellis Jones, Eugene Div. of Highways

RECEIVED
COUNTY & CITY SECTION
DEC [illegible] 1972
☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☑ [illegible]
☐ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐

CC: L.E. George - Please respond to City.
B.

SA-812 INFORMATION

Lamps:

1. Use only lamps with a 2-7/16 LCL. For maximum light output it is suggested that a 116 watt lamp be used.
2. Light output of the SA-812 is approximately equivalent to that of a standard 12″ signal using the same lamp.

Lens:

1. CAUTION:
   DO NOT VIEW SUN THROUGH LENS. IT IS A MAGNIFYING LENS AND CAN CAUSE PERMANENT EYE DAMAGE. DO NOT ALLOW LENS TO FOCUS SUN'S RAYS ON FLAMMABLE MATERIALS AS FIRE CAN RESULT.
2. Cleaning — Flood surface with soapy water and rinse with lint-free cloth soaked in water. Avoid using abrasive cleansers or solvents.

Misc.:

1. To obtain optimum performance and a uniform indication, it is necessary to use the colored glass diffuser rather than the existing signal lens.

IMPORTANT NOTICE TO PURCHASER . . . All statements, technical information and recommendations contained herein are based on tests we believe to be reliable, but the accuracy or completeness thereof is not guaranteed and the following is made in lieu of all warranties, expressed or implied: seller's and manufacturer's only obligation shall be to replace such quantity of the product proved to be defective.

Neither seller nor manufacturer shall be liable for any injury, loss or damage, direct or consequential, arising out of the use of or the inability to use the product. Before using, user shall determine the suitability of the product for his intended use, and user assumes all risk and liability whatsoever in connection therewith. No statement or recommendation not contained herein shall have any force or effect unless in an agreement signed by officers of seller and manufacturer.

LIGHT CONTROL SYSTEMS
Visual Products Division 3M
3M CENTER · ST. PAUL, MINNESOTA 55101

3M BRAND®

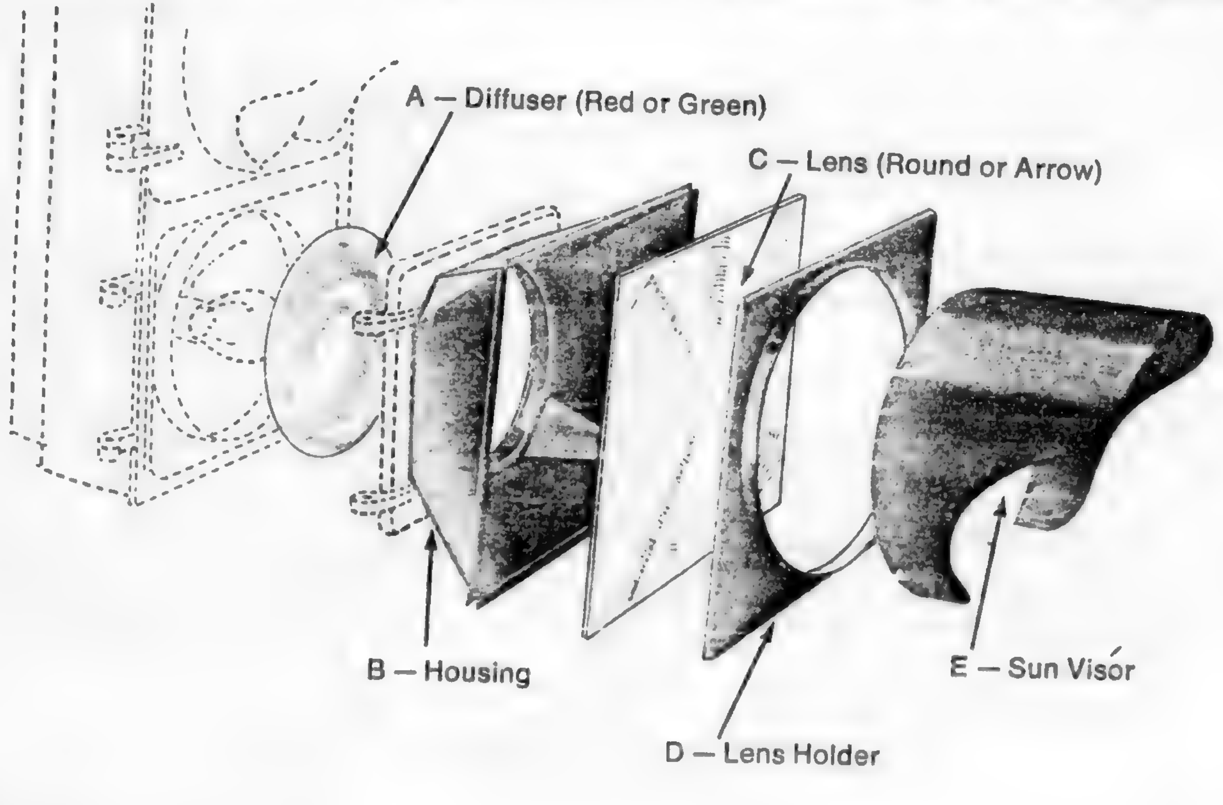
SA-812 INSTALLATION

General: The 3M Brand SA-812 is an adapter to enlarge existing 8″ signal indications to 12″ indications. It attaches to most conventional 8″ traffic signals easily and without special tools.

1. Remove existing sun visor or hood (keep screws).
2. Replace existing signal lens with SA-812 glass diffuser.
3. Remove sliding cover and lens from SA-812 and attach housing to signal door using sun visor screws.
4. Replace sliding cover and lens, add SA-812 sun visor.

RECEIVED
COUNTY & CITY SECTION
DEC 2 0 1972
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ R[illegible] ☐ [illegible] ☐

Exploded view diagram of SA-812 mounted on 8″ signal



#7852

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-61	[illegible]S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	[illegible]TE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-20-72	COUNTY Lane
		PROJECT NO. T-5010(5) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Garfield St. to High St. (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER *(Specify)*	11-8-72	0.00

FUNDS Pro Rata 63~~65~~56%

ESTIMATED TOTAL COST OF PROJECT $ 195,915.00	FEDERAL FUNDS $ 124,523.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green (Division Engineer)

Date executed by Division Engineer 12-20-72

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on May 4, 1971.

Oregon State Highway Division

Federal-aid Project
No. T-5010(5) Safety

GARFIELD STREET-HIGH STREET (EUGENE) SECTION

PACIFIC WEST HIGHWAY IN LANE COUNTY

Salem, Oregon, December 8, 1972

Project Agreement Estimate

Type Code Y031
Traffic Signals (MP 122.25 to MP 124.02)

Temporary Protection and Direction of Traffic	All Required	$ 3,513.00
Traffic Signal Installation, Complete	All Required	121,492.00
		$ 125,005.00
Flagging (60% of Contractor's Cost)	All Required	$ 3,000.00
Temporary Erosion Control	All Required	100.00
Signal Adjustment by City of Eugene	All Required	50,000.00
		$ 53,100.00
	Subtotal	$ 178,105.00
	10% Engr. & Cont.	17,810.00
	Total	$ 195,915.00

Length of Project - - - 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$195,915.00	$124,523.00	$34,696.00	$ 35,696.00

Group 1 - 100%

Contract No. 7852

Prefix: 20-0607

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7852

December 13, 1972

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Dear Mr. Williams:

TOPICS Project T-5010(5)
Garfield Street-High Street Section
6th Avenue-7th Avenue Couplet

Attached for your information are one copy each of the plans and contract for the subject project. The contract was awarded on December 6, 1972.

You are authorized to proceed with the City's portion of the project in accordance with the project agreement dated August 6, 1971, and with the attached Force Order No. 1. Please reference all of your records to Prefix 20-0607 and to Project No. T-5010(5).

Mr. Ellis Jones, 2193 East 15th Street, Eugene (phone 686-7608), is the State Highway Division Resident Engineer assigned to oversee and inspect this project. Please notify him at least three days prior to beginning any work and keep him abreast of your work schedules.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:mm
Att.

cc: Ellis Jones
bc: R. L. Schroeder
L. E. George
C. T. Keasey
V. E. Skoog
L. H. Young
J. H. Versteeg

NOTED
R. L. SCHROEDER

RECEIVED
DEC 14 1972
Office of
Assistant State Highway Engineer

December 8, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of December 6, 1972, is requested in the award of contract for the Garfield Street-High Street (Eugene) Section, Project No. T-5010(5).

The contractor receiving the award is Hamilton Electric Inc., in the amount of $125,005.00, with Contract No. 7852 assigned. This bid was received on November 30, 1972 and awarded on December 6, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date DEC 12 1972

I concur in the award.

G Green
G. L. Green
Division Engineer

DAR:dg

NOTED
R. D. A[illegible]RY

Chase
NOTED
L. H. YOUNG

NOTED
R. N. CHASE

RECEIVED
DEC 1[illegible] 1972
PROGRAMMING SECTION

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF EUGENE
CITY HALL
EUGENE, OREGON 97401
Attention of Mr. Alva Williams, Jr.
Traffic Engineer

Request No. (assigned by staff engineer or head of division) cc 1371

Date October 5, 1973 [illegible]

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $40,430

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS Project EHS-T-5010(5) Garfield Street-High Street Section, 6th Ave-7th Ave Section. CLR-DT File #501005 Covered by agreement dated 8/6/71.		35,430
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 40,430

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 20-0607-299

Submitted by: RB
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

December 4, 1972

Mr. Donald P. Allen
Public Works Director
City Hall
Eugene, Oregon 97401

Re: TOPICS Project EHS-T-5010(5)
Garfield St.-High St. Section
6th Ave.-7th Ave. Couplet

Dear Mr. Allen:

This will acknowledge receipt of the City of Eugene's check No. 49057 in the amount of $40,430 which is the correct amount required as an advance deposit for the subject project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

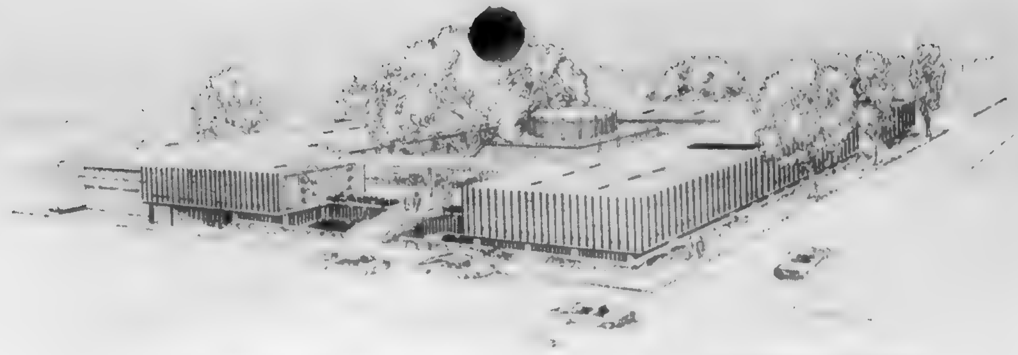
RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. H. Versteeg
V. E. Skoog - Check No. 49057 for $40,430

Rec'd. 12/4/72 by C C Haverland

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL. - 503 - 342-5221 CITY HALL 97401

December 1, 1972

Oregon State Highway Division
County - City Projects
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is our check in the amount of $40,430 for our share of the cost of construction for the 6th and 7th Topics project from High to Garfield in the city of Eugene. This amount is that given to us by phone by Dick Bladorn of your office.

Very truly yours,

Alva Williams

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

enclosure (check)

RECEIVED
COUNTY & CITY SECTION
DEC - 4 1972

RECEIVED
DEC 4 -[illegible]2

FOR FILING

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

H

1859

OREGON STATE
HIGHWAY DIVISION

7852

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 30, 1972

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Re: TOPICS Project EHS-T-5010(5)
Garfield St.-High St. Section
6th Ave.-7th Ave. Couplet

Dear Mr. Allen:

The State Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Hamilton Electric, Inc. of Eugene.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$125,005
Anticipated additional items:	
Flagging	3,000
Temporary Erosion Control	100
Force Account work by City	50,000
	$178,105
Engineering & Contingencies (13½%)	24,044
TOTAL	$202,149

City's Advance Deposit:

20% of TOTAL = $40,430

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $40,430) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

RICHARD BLADORN

By: H. S. Cox
County and City Engineer

RECEIVED
DEC 1 1972
Office of
Assistant State Highway Engineer

RB:ljt

NOTED
R. L. SCHROEDER

GARFIELD STREET-HIGH STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST

LANE COUNTY

FAP No. T-5010(5)
Traffic Signals

Bids Received November 30, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$ 6,300.00	
2. Traffic Signal Installation, Complete	All Specified	113,700.00	
	For Comparison of Bids	$120,000.00	125.005

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$120,000.00	
Anticipated Additional Items:			
Flagging (State Share)	$ 3,000.00		
Temporary Erosion Control	100.00		
Signal Adjustment by City	50,000.00		
		53,100.00	53,100
		$173,100.00	178,105
Contingencies (4-1/2%)		7,789.50	24,044
Engineering (9%)		15,579.00	
Estimated Net Authorization, Construction		$196,468.50	202,149

20% - 202,149 = 40,430

4.2% +

11/30/72 10:45Am
Phoned City with info.
B

PAGE: 1 of 1

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER #3 PROPOSAL NO. ③ PAGE NO. 1

LOCATION

LANE COUNTY

GARFIELD ST. - HIGH ST. (EUGENE) SECTION
PACIFIC HIGHWAY WEST

OREGON STATE HIGHWAY DEPARTMENT
OWNER

NOVEMBER 30, 1972
DATE OF BID OPENING

EST- $120,000

BIDDER EUGENE LHMOESE TOTAL BID $ 129,165	BIDDER TOTAL BID $
BIDDER " MULHAME-CLARK TOTAL BID $ 137,098	BIDDER TOTAL BID $
BIDDER KERN (ALBANY) TOTAL BID $ 139,565	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $

(3) LOW BIDDERS

HAMILTON (EUGENE)	CHRISTIANSON (PORTLAND)	U-ELCO GRESHAM)
NO. 1	NO. 2	NO. 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Protection & Direction of Traffic	1	3,513	500	3390
	L.S. Traffic Signal Installation, Complete	2	121,492	125,493	124,513
			125,005	125,993	127,903

4-1-71

Form A-105 (Rev. 8-70)

STATE FORCES NOT INVOLVED

STATE COPY G-

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

G. K. Hossner

Contract No. ....

11-16 72

Order No. 1

Section Garfield St.-High St. (Eugene)

Date October 25, 19 72

Highway Pacific Highway West

F.A.P. No. T-5010(5)

County Lane

Prefix 20-0607

Account No. 282-01

Description of Work To Be Done:

Portion of project to be performed by City of Eugene forces.
See attached estimate and sketch.

Location by Station Numbers: No engineering stationing used on this project.
Garfield Street to High Street.

Estimate of Quantities and Costs:

ITEM	UNIT	UNIT COST	QUANTITY	COST
Three-dial, pre-timed controller	ea	700.00	20	14,000.00
Dial Unit for pre-timed controller		125.00	4	500.00
Three-section vehicle signal	ea	130.00	30	3,900.00
One-section vehicle signal	ea	40.00	68	2,720.00
Interior Illuminated Sign	ea	110.00	91	10,010.00
Sign face with Legend	ea	25.00	12	300.00
Two-section pedestrian signal	ea	120.00	64	7,680.00
			Subtotal	39,110.00
	Labor			10,890.00
			Total	$50,000.00

Explanation:

As per Federal Highway Administration approval received April 7, 1971.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $50,000.00 for work under this order $ ~~50,000.00~~

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... For: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: J H Westey Regional Engineer

Approved: .... ~~Approved~~ Construction Engineer

ASST. STATE HWY. ENGR.

SP*73330-7

G.K.

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-72

FED L AID PROJECT NO.: T-5010(5)

STATE PROJECT NO.: Garfield St.-High St. Sect

COUNTY NAME: Lane

PROGRAM NO.:

ITEM NO.: T-73

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | Act | File

DATE PS&E APPROVED: November 8, 1972

DATE AUTHORIZATION EFFECTIVE: November 8, 1972

FEDERAL ROUTE NUMBER: Primary Route #3

STATE ROUTE NUMBER: Pacific West 1-W

GENERAL LOCATION:
City of Eugene

GENERAL DESCRIPTION OF WORK:
After concurrence in award you are authorized to proceed with contractor's flagging in amount of $3,000.00 and temporary erosion control in amount of $100.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Contractor's Flagging $3,000.00
Temporary Erosion Control $100.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's November 7, 1972 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

11-17-72
Young
Chew

DATE: 11-14-72

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Engineer

Vance Glenn

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-aid Project
No. T-5010(5) Safety

GARFIELD STREET-HIGH STREET (EUGENE) SECTION

PACIFIC WEST HIGHWAY IN LANE COUNTY

Salem, Oregon, October 27, 1972

PS&E estimate.

Type Code Y031
Traffic Signals (MP 122.25 to MP 124.02)

Temporary Protection and Direction of Traffic	All Required	$ 6,300.00
Traffic Signal Installation, Complete	All Required	113,700.00
		$ 120,000.00
Flagging (60% of Contractor's cost)	All Required	$ 3,000.00
Temporary Erosion Control	All Required	100.00
		$ 3,100.00
	Subtotal	$ 123,100.00
	10% Engr. & Cont.	12,310.00
	Total	$ 135,410.00

Length of Project - - - 0.00 mile

Retained in Program Status

Signal Adjustment by City of Eugene	All Required	$ 50,000.00
	10% Engr. & Cont.	$ 5,000.00
	Total	$ 55,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$ 135,410.00	$ 86,066.00	$ 24,672.00	$ 24,672.00
Subtotal	$ 135,410.00	$ 86,066.00	$ 24,672.00	$ 24,672.00
Retained in Program	55,000.00	34,958.00	10,021.00	10,021.00
Total	$ 190,410.00	$ 121,024.00	$ 34,693.00	$ 34,693.00

Group 1 - 100%

Contract No.

Prefix

T

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 25, 1972

SUBJECT: Garfield St.-High St. (Eugene)
Section
Pacific Hwy. West
Lane County

To: Mr. H. S. Cox
County and City Engineer
SALEM

Attention Richard Bladorn ✓
Urban Program Engineer

Herewith please find 5 copies of an Order for State Force Work for work to be performed by the City of Eugene, on the subject project.

Also attached is an estimate and sketch for this work.

This S.F.O. is as per your letter of October 16, 1972.

J. X. WILSON
Region Construction Engineer

John E Holcomb
By JOHN E. HOLCOMB
Region Office Engineer

JEH/cw
Attach.

CC: C.T. KEASEY W/ATT. - PLEASE PROCESS.
BLADORN

RECEIVED
COUNTY & CITY SECTION
OCT 26 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

RECEIVED
OCT 25

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7852

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
November 30 Bid Letting

Bids will be taken November 30 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Highway, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garfield St.-High St. (Eugene) Section
   Pacific Hwy. West, Lane County
   Signals Project

   Same as No. 1.

3. N.E. 166th Ave.-N.E. 190th Ave. Section, FAS 730 (N.E. Halsey St.), Multnomah County
   Grade and Pave Project

   Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting.

4. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

5. Fern Rock Creek-S. Fork Gales Creek Section
Wilson River Hwy., Washington County
Slide Correction Project

Same as No. 1.

6. Tide Port Slide Section, Fishhawk Falls Hwy.,
Clatsop County
Slide Correction Project

Same as No. 1.

7. Deadmans Pass Slide Section, Wilson River Hwy.,
Tillamook County
Slide Correction Project

Same as No. 1.

8. Butler Bridge Slide Section, FAS 584, Lincoln County
Slide Correction Project

Same as No. 1.

9. Willamette River-Orleans Section, Corvallis-Lebanon
Hwy., Linn County
Slope Protection Project

Same as No. 1.

10. Mt. Hood Hwy. at S.E. 136th Ave., Mt. Hood Hwy.
Multnomah County
Signals Project

Same as No. 1.

11. Cape Lookout State Park, Tillamook County
Utility Building

Same as No. 1.

12. South Beach State Park, Lincoln County
Utility Building

Same as No. 1.

13. Jessie M. Honeyman State Park, Lane County
Day Use Improvements

Same as No. 1.

JDM:jp ia

bc C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
Gary Sund
Gary Ross
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

October 9, 1972
(date)

RECEIVED BY
CITY MANAGER
OCT 11 1972
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway West TOPICS

Section Garfield Street-High Street: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

10-26-72
(date)

By H. McK
City Manager

By ____________________
Commissioner

By ____________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Garfield St.- High St (Eugene) Section

Traffic Signals

ESTIMATE (T)

k.	Item	Quantity	Price	Amount
1	Temporary Protection and Direction of Traffic	All Spec.		6,300
2	Traffic Signal Installation, Complete	All Spec		113,700
		Total		120,000
		Antic. Add'l Items		
		Flagging		3,000
		Temp. Erosion Control		100
		Signal Adjustment		50,000
		Total		173,100
		13½ % Esc		23,368.50
		→ TOTAL		$196,468.50

Rod

10-18-72

RECEIVED
SEP 2? 1972

FOR FILING

FORM E-30 (REV. 10-69)

7852

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 21, 1972

SUBJECT: Right of Way Status
TOPICS Project
Bid Opening October 26, 1972

To: L. H. Young
Programing Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Garfield St.-High St. (Eugene) Section

No additional right of way was necessary for this project.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R [illegible]

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
STATE HWY ENGR
SEP 22 '72
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7552

DATE

TO Oregon State Highway Commission September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
   Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
   Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
   Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
    Slide Correction Project

    Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
    Slide Correction Project

    Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
    E.R. Project to repair January 1972 storm damage to slopes and riprap

    Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
    Slide Correction Project

    Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
    Slide Correction Project

    Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
    Slide Correction Project

    Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
    Slope Protection Project

    Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
    Bridge Repairs Project

    Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy.,
Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway
Section, North Santiam and FAS 673, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec.,
Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section,
Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend)
Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section,
La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

MEMO TO FILES
August 10, 1972

RE: TOPICS Project EHS-T-5010(5)
Garfield Street-High Street Section
6th Avenue-7th Avenue Couplet
City of Eugene

RECEIVED
COUNTY & CITY SECTION
AUG 10 1972
☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

It will be necessary to replace a large number of traffic signal poles on this project that were originally thought to be adequate.

In order to have ample time to prepare the required drawings for the plans this project will have to be moved from its present scheduled date of September 28, 1972, to October 28, 1972.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

cc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
B. L. Gifford
C. G. Swenson

7

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 2, 1972

TO: Mr. Alva Williams Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

FROM George M. Baldwin
Administrator of Highways

by

L. E. George
Traffic Engineer

SUBJECT: TOPICS project (Eugene)

This is in reference to your telephone conversation of July 28, 1972 with Mr. Butler of this office, regarding vehicle and pedestrian signal indication on the Garfield St.-High St. (Eugene) Section TOPICS project. In the interest of safety, Highway Division policy is to install Green Arrow indications only in situations where no conflict would exist with other vehicles or pedestrians.

The signal plans for this project show that the city may wish to install Green arrows for movements that go through crosswalks. If you think it would be desirable to do this, please advise us of the City's wishes and the exceptions will be given consideration.

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1972
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

JOB:du
bc: Richard Bladorn
Glen Clark

Form E-123

7852

MEMO TO FILE
July 3, 1972

Re: Schedule Changes

The City of Eugene has requested that schedule dates for two TOPICS projects be changed due to design complications.

	PRESENT SCHEDULE	NEW SCHEDULE
TOPICS Project EHS-T-5016(5) Garfield St.-High St. Section 6th Ave.-7th Ave. Couplet	Aug. 31, 1972	Sept. 28, 1972
TOPICS Project T-5016(6) Mill St.-Walnut St. Section Broadway & Franklin Blvd.	Sept. 28, 1972	Nov. 30, 1972

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
cc: R. L. Schroeder
L. E. George
F. L. Hall
W. J. Hart
L. H. Young
B. L. Gifford
J. H. Versteeg

1

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL - 503 - 342-5221 CITY HALL 97401

June 23, 1972

~~Mr. L. E. George~~
~~Traffic Engineer~~
~~Oregon State Highway Division~~
~~Highway Building~~
~~Salem, Oregon 97310~~

Dear Bud:

This is in reference to your letter of May 3 concerning pole sizes for the 6th-7th TOPICS job. After getting an analysis from the manufacturer, I am convinced the best route to take on this job is to authorize the State to check the loadings and change the plans where required as it relates to pole sizes. The cost of checking would, of course, be charged against this job.

The disagreements in pole sizes between the person who did our design, the State and manufacturer evidently revolve around the assumptions made.

At this point I agree that the State criteria should be followed, even though I personally feel it may be a little conservative, in order to get the job back on the track.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AW:jd

cc: ~~County-City Projects~~

RECEIVED
COUNTY & CITY SECTION
JUN 26 1972
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ DE
☑ BPE ☑ CE ☑ RE ☒ RPE ☐

TRANSACTION NUMBER 6-23

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-13-72

BY (Signature): Mr. Young's May 26, 1972 letter

TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 73 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
73	EHS-T-5010(5)	0.0	105,000	66,700	**LOCATION**: Garfield St.-High St. Section (Eugene) **WORK**: Install, modify and upgrade traffic signals.

6-13-72

RECEIVED
JUN 1 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1972
PROGRAMMING SECTION

REMARKS (Division)

6-15-72
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-13-72	Acting Division Engineer

Chase 6/16/72

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Traffic

GPO 927-954

RECEIVED
MAY 30 1972

7852

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
Program Data Submission
Project EHS-T-5010(5)

We are submitting program data for one TOPICS Project, Item No. 73, Project No. EHS-T-5010(5), "Garfield Street-High Street (Eugene) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

It is our present intention to receive bids for this project on July 27, 1972.

The project is exempt from State and District 5 Clearinghouse review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

This project qualifies as a "Safety Project" and "EHS" designation under paragraph (a) of section "Emergency Highway Safety Programs" of IM 30-5-71 and as "Safety Improvement" under PPM 21-16.

Enclosures

JG:dg

MONTHLY TRANSACTION NO. 6-23

DATE SUBMITTED TO W.O. JUN 1 3 1972

FORM PR-1
(REV. 4-61)

5-26-72

FEDERAL - AID PROG
(PPM 21-1)

CARD 2 REPORT NUMBER (19) 1 (20)

PROJECT LOCATION *(45 typewriter spaces)* 21 US 99 Garfield St. to High St. (Eugene) 65

ADT PRESENT 34,100 FUTURE (66) *27,800 (70) YEAR (71) 91 (72)

CARD 3 CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Traffic Signals 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) B-3 EHS (73)

PL. AUTH YR (74) (75)

CARD

CLASS OF FEDERAL FUNDS TOPICS

NAME OF URBAN AREA 17-31 Eugene 161

COUNTY NAME Lane

ROUTE NO. T P

FEDERAL-AID 3

ESTIMATED PROJECT COST B

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 99 Garfield Street to High Street (Eugene)			
5					**ROW**		"Garfield St.-High St. (Eugene) Section"			
5	30	N (11)		3	**CONST** (CODE) (Safety) Y031	3		0.0	105,000	66,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	105,000	66,700
1	14				(16) (23)	(24) (33)

PROGRAM APPROVAL DATES

JUN 1 3 1972
FHWA OREGON DIVISION

* Assumed Rooseve
Area Transporta

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
34,100	*27,800	91	10	Oregon	35	077	73

DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
	B-3 EHS		EHS- T-	5010	(5)		

PROJECT NUMBER

I. Projects Only

COUNTY NAME: Lane

CODE: 039

ROUTE NO.	FEDERAL-AID	STATE	U.S.
T P	3	1W	99

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
66,700	19,150	19,150 (City)
66,700	19,150	19,150 (City)

CHARACTER OF PROPOSED WORK (Full description)

Install, modify and upgrade traffic signals.

ROW - 66' normal; access control - none parking restrictions-none.

RECEIVED
COUNTY & CITY SECTION
JUN 15 1972
☐ ENGR. ☑ COOR. ☐ CE ☑ I.E ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS

* Assumed Roosevelt Route constructed (based on Eugene-Springfield Area Transportation Study).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Existing Facilities:

6th Ave. (N. Bd. leg of couplet, Pacific Hwy. West): Pavement width varies from 34' to 53' with 3 traffic lanes between High St. and Blair Blvd. and 2 traffic lanes between Blair Blvd. and Garfield St.

7th Ave. (S. Bd. leg of couplet, Pacific Hwy. West): Pavement width varies from 34' to 44' with 3 traffic lanes between High St. and Blair Blvd. and 2 traffic lanes between Blair Blvd. and Garfield St.

14 side streets involved vary in width from 34' to 53' and have either 2 or 3 traffic lanes.

24 of 25 intersections involved have existing traffic control signals.

Project Data:

Contract portion of project: Consists of installation of a pretimed two-phase traffic control signal at 6th Ave. and Charnelton St., major modification of the existing traffic control signal at 6th Ave. and High St., and replacement of existing single wire interconnect, throughout the limits of the project, with a 6-wire cable. Est. Cost $55,000.

Force Account portion of project: Consists of upgrading the existing traffic control signals at 23 intersections on 6th Ave. and 7th Ave. Upgrading will consist of changing signal heads to larger size, addition of signal heads, installation of interior illuminated lane control signs, and expansion of controllers to provide 3-dial capability. Est. Cost $50,000.

HIGH STREET (EUGENE) SECTION
CT NO. T-5010(5)

NOTE: FHWA concurred, in their memorandum of April 7, 1971, in the city of Eugene doing a portion of the project by force account method.

This project qualifies as an "EHS" project under section (a), "Emergency Highway Safety Program", of IM 30-5-71 and the proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that these various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that these intersections have experienced a high number of accidents. The proposed signal installation and signal modifications will aid in controlling the flow of traffic as to reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA August 25, 1969.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3, 6th Ave.-7th Ave. couplet (Pacific Hwy. West).

Clearinghouse Review: Exempt from State and District 5 under working agreements dated April 28, 1970 and September 22, 1970, respectively.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Design Approval: FHWA granted location/design approved under memorandum of May 9, 1972.

Control of Utilities (PPM 30-4.1) and Maintenance of Traffic Operations Improvements (PPM 21-18): A State-City agreement has been executed and a copy was forwarded to FHWA on August 10, 1971.

Data for PR-37: 100% of project is on FA Primary System.

ic

ion
th

gh
r-
th a

grading
ections
of
signal
control
-dial

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5010(5)
Garfield St - High St (Eugene) Section
Location/Design Approval

Location/design approval in accordance with the provisions of PPM 20-8 is hereby granted for the construction of the subject project as requested in Mr. Asburry's April 25, 1972 letter.

5-15-72

Young

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R N CHASE

NOTED
R. D. ASBURRY

RECEIVED
MAY 15 1972
PROGRAMING SECTION

NOTED
TOM EDWARDS

cc: DON HARWELL
5-23-72
JG

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

MEMO TO FILES

April 26, 1972

Re: Footpaths & Bike Trails
TOPICS Project T-5010(5)
Garfield St.-High St. Section
6th Avenue-7th Avenue Couplet
City of Eugene

This project consists of traffic control signal installation and modernization.

Footpaths and bike trails will not be established under this project as per Section 2(1) of ORS Chapter 366. There will be no highway, road, or street construction, reconstruction, or relocation involved in this project.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
Victor Wolfe
L. H. Young
W. H. Tebeau
F. E. Terpin
C. G. Swenson
J. H. Versteeg

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Location/Design Approval
Garfield St.-High St. (Eugene) Sec.
Project EHS-T-5010(5) Lane Co.

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design

a. The locations are the existing intersections on the 6th Ave. and 7th Ave. couplet between Garfield Street and High Street.

b. The design consists of a pretimed two-phase signal at 6th and Charnelton, major modification of existing signal at 6th and High, upgrade and standardize 23 existing signals and upgrade existing interconnect to a 6 wire system.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section memo of April 13, 1972.)
1 copy City of Eugene "TOPICS Project Request" dated March 8, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded, with the City of Eugene, that the location/design as set forth hereinabove is suitable for the proposed project.

NOTED
R. N. CHASE

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 5 Clearinghouse reviews under working agreement dated April 28, 1970 and September 22, 1970, respectively.

Waiver of environmental statement requirement was approved by FHWA memorandum dated January 11, 1972.

The location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enc.

RNC:dg

cc F. B. Klaboe
E. S. Hunter
F. L. Hall
L. H. Young
H. S. Cox
R. N. Chase ✓
B. L. Gifford

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 13, 1972

SUBJECT: Location/Design Approval
TOPICS Project T-5010(5)
Garfield St.-High St. Section
6th Ave.-7th Ave. Couplet
City of Eugene

To: Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: 12 intersections on S.W. 6th Avenue and 13 intersections on S.W. 7th Avenue.
(NOTE: 2 intersections on S.W. 6th Avenue have been removed from the original project request per the enclosed letter dated June 25, 1971.)

DESIGN: Install a pretimed two-phase traffic signal at W. 6th Avenue and Charnelton Street.

Provide major modification to the existing traffic control signal at W. 6th Avenue and High Street.

Up-grade and standardize the existing traffic control signals at 23 additional intersections on W. 6th Avenue and W. 7th Avenue.

Up-grade the existing single wire interconnect system to a 6-wire system.

FHWA approval has been received for Eugene to do the upgrading and standardization of the 23 additional signals with city forces. The remainder of the project will be accomplished by contract.

Environmental statement requirements waived by FHWA January 11, 1972.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RECEIVED
APR 13 1972
PROGRAMING SECTION

NOTED
R. D. ASBERRY

Chase

RB:ljt
Att.

SP*83475-7

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 25, 1971

Mr. Al Williams
Traffic Engineer
City Hall
Eugene, Oregon 97401

Dear Mr. Williams:

Due to the realignment of Sixth Avenue between Lawrence Street and Madison Street, to be included as a part of the Seventh Avenue-Willamette River(Eugene) Section, Eugene-Springfield Highway contract scheduled for the August 26, 1971 bid opening, the up-dating of the existing traffic signals at Sixth Avenue with Washington and Jefferson Streets will be done under the same contract. re Contract 763[illegible]

X-Ref'd

Would you please remove these two signals from your proposed TOPICS project. As soon as the signal design has been finalized, a copy will be presented for your approval.

Very truly yours,

F. B. Klaboe
Asst. State Highway Engineer

By

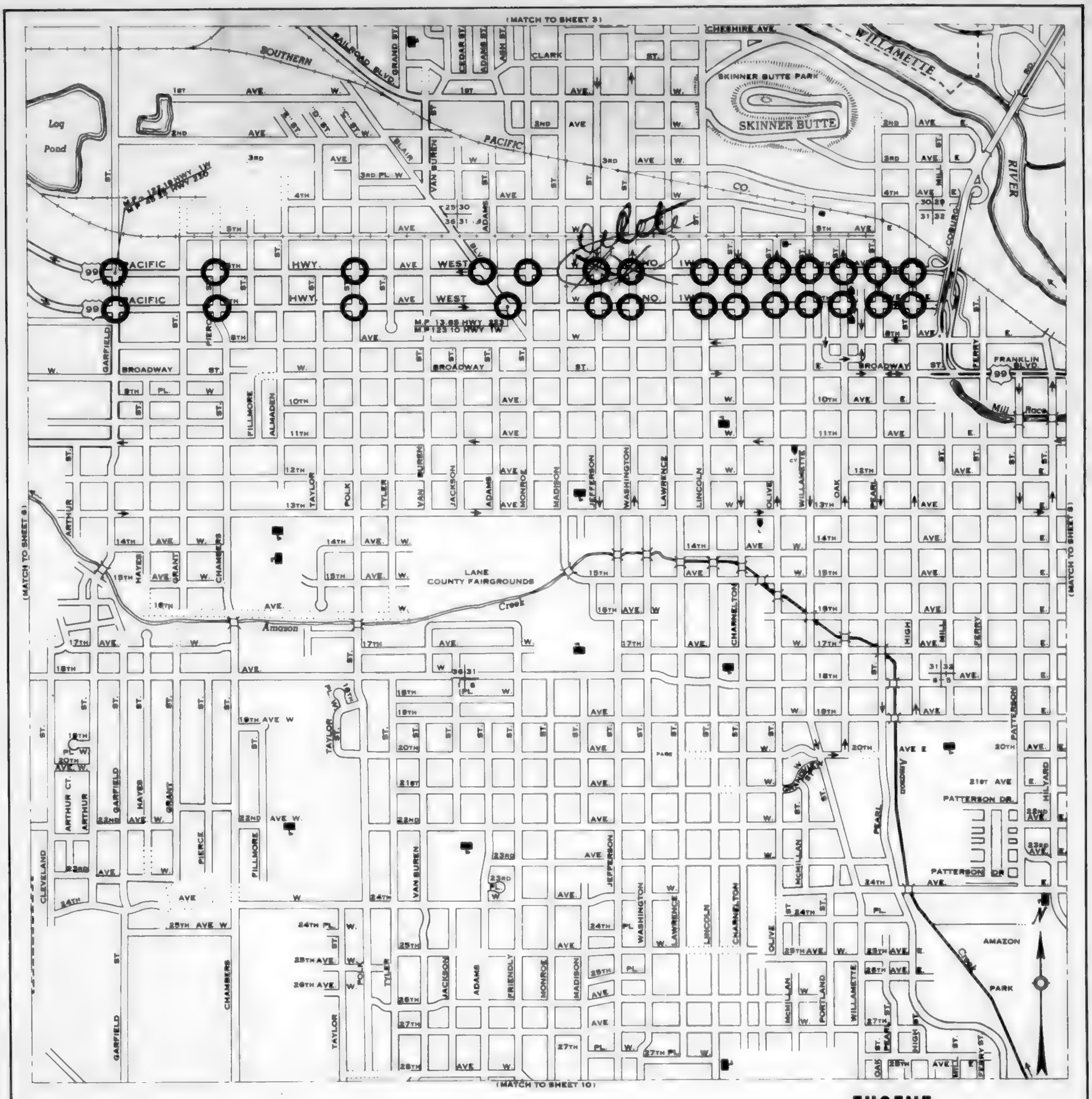
L. E. George
Operations Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 28 1971
☑ ENGR. ☑ COOR. ☑ CS ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

WRZ:pb

cc: Dick Unrein ✓

(MATCH TO SHEET 3)



(MATCH TO SHEET 10)

SIGNED ROUTES

INTERSTATE 0
U S 00
ORE 00

LEGEND

Post Office
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
--- City Limits

EUGENE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 72,800

Scale in Feet

400 0 400 800

Revised January 1966

SHEET ARRANGEMENT

1	2	3	4
5	6	7	8
	9	10	11

SHEET 7 OF 11 SHEETS

5-1-72 T

CC: J. R. Oakes
C. G. Swenson
R. N. Chase
T. W. Litchfield
J. H. VERSTEEG

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5010(5)

Project Name Garfield St.-High St. Sect.
6th Ave.-7th Ave. Couplet

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at EUGENE, Oregon,

this 24TH day of APRIL, 1972.

City of Eugene

Mayor

S. P. Flogstad
Recorder

RECEIVED
COUNTY & CITY SECTION
MAY 1 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ [illegible]
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

5-1-72

T

CC: L.E. George
C.G. Swenson
R.N. Chase
J. H. Versteeg
P.V. Riedl - FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5010(5)
Project Name: Garfield St.-High St. Section, 6th Ave.-7th Ave. Couplet

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at 2515 LINCOLN ST. Traffic Control We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at EUGENE, Oregon, this 29TH day of APRIL, 19 72."

CITY OF Eugene

By

Title TRAFFIC Engineer

By

Title

RECEIVED
COUNTY & CITY SECTION
MAY 1 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

---

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

16/71

Cy Cox T

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 4, 1972

SUBJECT: 6th - 7th Streets Traffic Signal
Upgrading Project
Pacific Hwy. West - Eugene

To: L. E. George
Traffic Engineer
SALEM

Attached are 32 plan sheets and two title sheets for the City of Eugene's City Force project and for the proposed contract for 6th and High, 6th and Charnelton and the new interconnect work.

The Region has reviewed these plans but suggest you further review them and prepare the necessary plans and specifications for letting.

Glen L. Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: James H. Versteeg
H. S. Cox
J. X. Wilson

APPROVED
By J H Versteeg
J. H. VERSTEEG
Region Engineer

CITY
OF
EUGENE

DEPARTMENT OF PUBLIC WORKS
TEL - 503 - 342-5221
777 PEARL STREET
CITY HALL
EUGENE, OREGON
97401

March 30, 1972

Mr. J. H. Versteeg
Region III Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Versteeg:

We are pleased to be forwarding to you for your consideration, checking and hopeful forwarding to County-City Projects, the TOPICS plans for signal upgrading on 6th and 7th. This project is in two parts, one force account and one contract. It is my understanding that all the necessary details have been completed excepting for the processing to prepare this project for bidding. It is requested that the originals be returned to this office upon completion of the need for them by your staff. By copy of this letter to County-City Projects the usual check for $600 is also enclosed, to pay for the processing.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA/lb

cc: County-City Projects, Division of Highways, Salem

ROSEBURG DIVISION
RECEIVED
APR - 3 1972

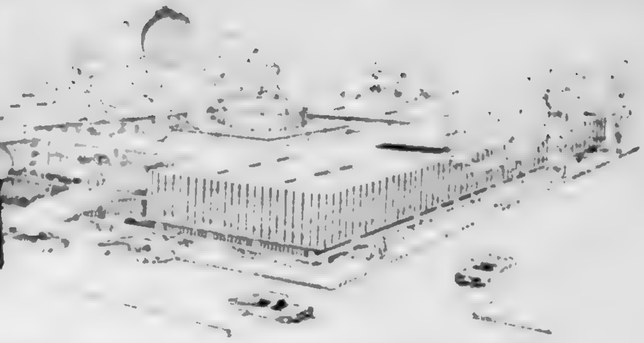
DE	ADE	ADE	ADE	DOE

Assign ________ For ________
Reply ________ Action ________

T

CITY
OF
EUGENE

RECEIVED
COUNTY & CITY SECTION
APR 3 - 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ RE ☑ [illegible]
☐ UPE ☑ CE ☐ RE ☐ RPE ☐



DEPARTMENT OF PUBLIC WORKS
TEL - 503 - 342-5221
777 PEARL STREET
CITY HALL
EUGENE, OREGON
97401

March 30, 1972

Mr. J. H. Versteeg
Region III Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Versteeg:

We are pleased to be forwarding to you for your consideration, checking and hopeful forwarding to County-City Projects, the TOPICS plans for signal upgrading on 6th and 7th. This project is in two parts, one force account and one contract. It is my understanding that all the necessary details have been completed excepting for the processing to prepare this project for bidding. It is requested that the originals be returned to this office upon completion of the need for them by your staff. By copy of this letter to County-City Projects the usual check for $600 is also enclosed, to pay for the processing.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA/lb

cc: County-City Projects, Division of Highways, Salem ✓

MEMO TO FILES
March 31, 1972

RE: SCHEDULE CHANGES

	Reschedule to:
Wightman Street-Walker Road (Ashland) Section Siskiyou Boulevard (money problems)	Nov. 30, 1972
4th Street-Estes Avenue (~~La Grande~~ Baker) Section La Grande-Baker and Baker-Unity Highways (field survey not in)	June 29, 1972
Garfield Street-High Street (Eugene) Section 6th Avenue-7th Avenue Couplet (field survey not in)	June 29, 1972
TV Highway @ Minter Bridge Road City of Hillsboro (field redesign work)	Sept. 28, 1972
Oregon Street-11th Street (Klamath Falls) Section Upham Street (city request)	August 31, 1972
Newmark Street-South City Limits (North Bend) Section Broadway Street (right-of-way problems)	May 25, 1972
Cherry Heights Road-Wright Street (The Dalles) Section West Tenth Street (money problems)	April 26, 1973

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County-City Section

RB:mm

DICK
How about all
the balance of TOPICS?

all OK

cc: R. L. Schroeder
F. L. Hall
F. L. Terpin
C. G. Swenson
L. E. George
L. H. Young
B. L. Gifford
R. N. Chase
L. W. Rulien
J. H. Versteeg
J. F. Putnam
W. E. Schwartz

RECEIVED
COUNTY & CITY SECTION
APR 3 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ LE ☑ RE ☑ RPE ☐

Bill ~~Butkiet~~ Boetcher.

FORCE ACCOUNT WORK. Garfield St. - High St. 6th - 7th Couplet

City adopted request resolution	Jan 25, 1971
" " received	Mar 10, 1971
State Requested FHWA approval of Force account method of constr.	Mar. 17, 1971
FHWA approved force account method - provided satisfactory coordination between contractor & City.	April 7, 1971
Hwy. Comm. approved project $105,000. (Project exempt clearing house approvals)	May 4, 1971
Agree'n completed & signed (Both)	July 26, 1971
Environmental statement waived by FHWA.	Jan 11, 1972

NEED

(a) description of work limits - kinds of work - labor material & services

(b) 12 copies plans & specs

(c.) Est. ~~$~~ cost. of:

Direct Labor

Payroll Additives

Direct Non-Labor

Equipment charges

Materials

REQUEST LOCATION - DESIGN APPROVAL.

Program project construction - force account & Contract work.

RECEIVED
JAN 14 1972
FOR FILING

7852

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-35-F..

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(5) (Eugene)
Garfield St. - High St. Section, 6th Ave.-7th Ave. Couplet
Waiver of Environmental Statement Requirements

Mr. Bladorn's December 28, 1971, letter requested a waiver of the environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and, therefore, we approve the waiver of the environmental statement requirements.

NOTED
F. B. KLABOE

1-13-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 71
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7852

December 28, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5010(5)
Garfield St.-High St. Section
6th Avenue-7th Avenue Couplet
City of Eugene

Dear Mr. Simpson:

Waiver of environmental statement requirements for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of traffic control signal installation, modification, and interconnection. A portion of the work will be done with city forces.

All work will be done within existing right-of-way. There will be no change in access or parking.

Due to its limited nature, the project will have little social, economic and environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By

RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt
cc: R. L. Porter
F. B. Klaboe
L. H. Young

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
AUG 13 1971
FOR FILING

7852

August 9, 1971

City of Eugene
City Hall
Eugene, Oregon 97401

MISC. CONTRACTS and
AGREEMENTS No. 4263

Attention: Sherman P. Flogstad
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning construction of the Garfield Street-High Street (Eugene) Section Project consisting of upgrading the existing traffic signals at 25 intersections on 6th Street-7th Street Couplet.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

dist. 8-10-71

EUGENE

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: May 25, 1971

CITY: EUGENE

SECTION: Garfield St.-High St., W. 6th Ave.-W. 7th Ave. Couplet

PROPOSED WORK: Signals and interconnect

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	105,000	63,000	21,000	21,000	

P.E. None (per agreement dated 12/1/69 Eugene pays for all P.E.)
~~FIELD~~ ~~P.S.& E. Preparation~~

EXISTING FACILITIES:

6th Ave.-Width varies from 34' to 53', 3-lane High to Blair, 2-lane Blair to Garfield.
7th Ave.-Width varies from 34' to 44', 3-lane High to Blair, 2-lane Blair to Garfield.

14 side streets involved vary in width from 34' to 53' and are either 2 or 3 lane. 26 of 27 intersections involved have existing traffic control signals.

PROJECT DATA: FHWA approval has been received for Eugene to do a portion of project by force account method. (See attached letter.)

Contract portion of project consists of installation of a pretimed traffic control signal at W. 6th Ave. and Charnelton St., major modification of the existing traffic control signal at W. 6th Ave. and High St., and replacement of existing single wire interconnect with a 6-wire cable.

Force Account portion of project consists of upgrading the existing traffic control signals at 25 intersections on W. 6th Ave. and W. 7th Ave. Upgrading will consist of changing signal heads to larger size, addition of signal heads, installation of interior illuminated lane control signs, and expansion of controllers to provide 3-dial capability.

PROJECT NO.: T-5010( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA 8/25/69.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3 (W. 6th Ave.-W. 7th Ave. Couplet)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 5 CLEARINGHOUSE APPROVAL: Exempted 9/22/70.
HEARING: None required.
ACCESS CONTROL: NA
PARKING RESTRICTIONS: NA

ADT: See attached sheet.

10/19/70

CITY OF EUGENE
Proposed TOPICS Project

Garfield Street-High Street (Eugene) Section, W. 6th Avenue-W. 7th Avenue Couplet (FAP 3). Traffic signal installation and modification and interconnect upgrading, $105,000.

Install a pretimed two-phase traffic control signal at W. 6th Avenue and Charnelton Street.

Provide major modification to the existing traffic control signal at W. 6th Avenue and High Street.

Upgrade and standardize the existing traffic control signals at 25 additional intersections on W. 6th Avenue and W. 7th Avenue.

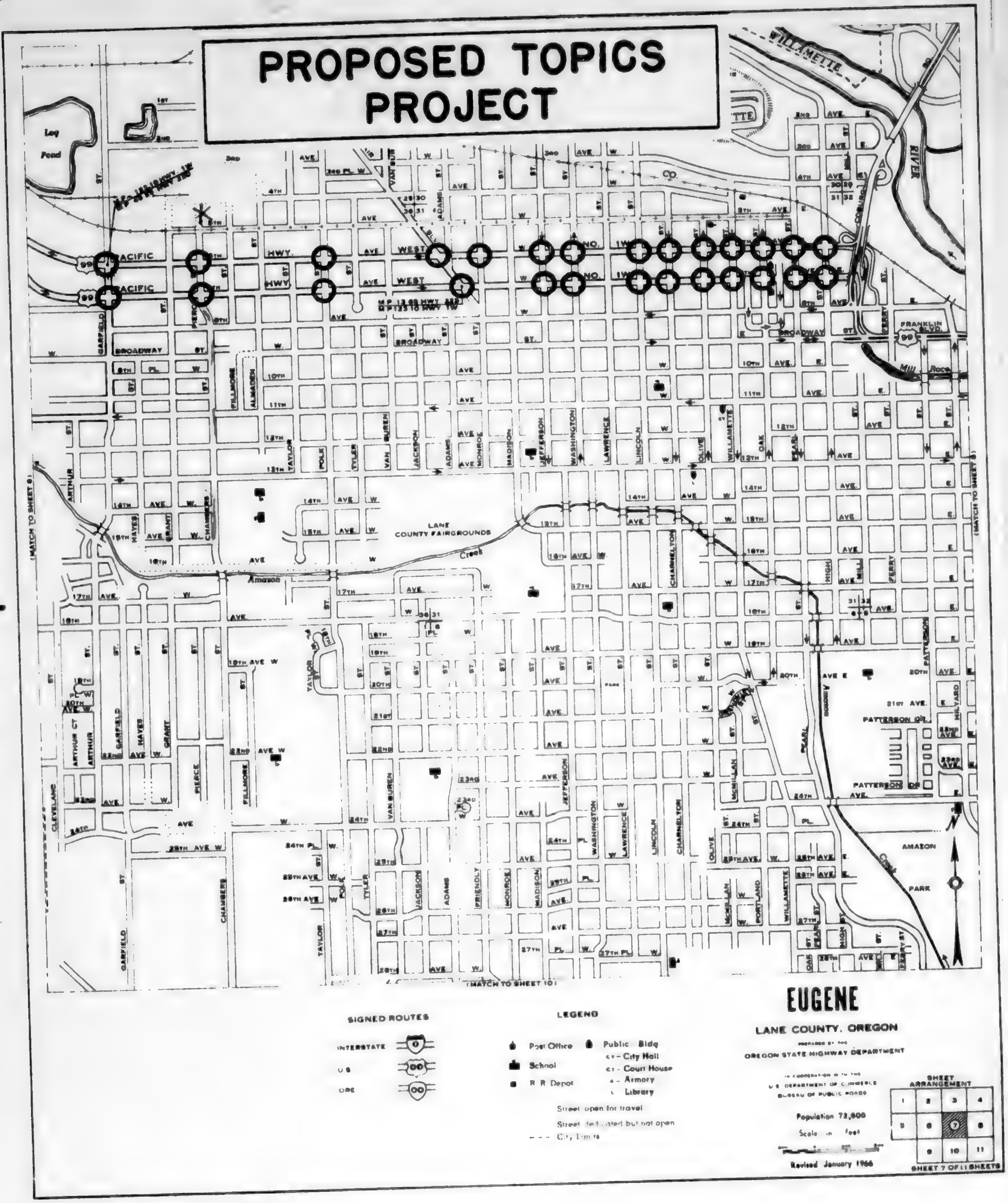
Upgrade the existing single wire interconnect system to a 6-wire system.

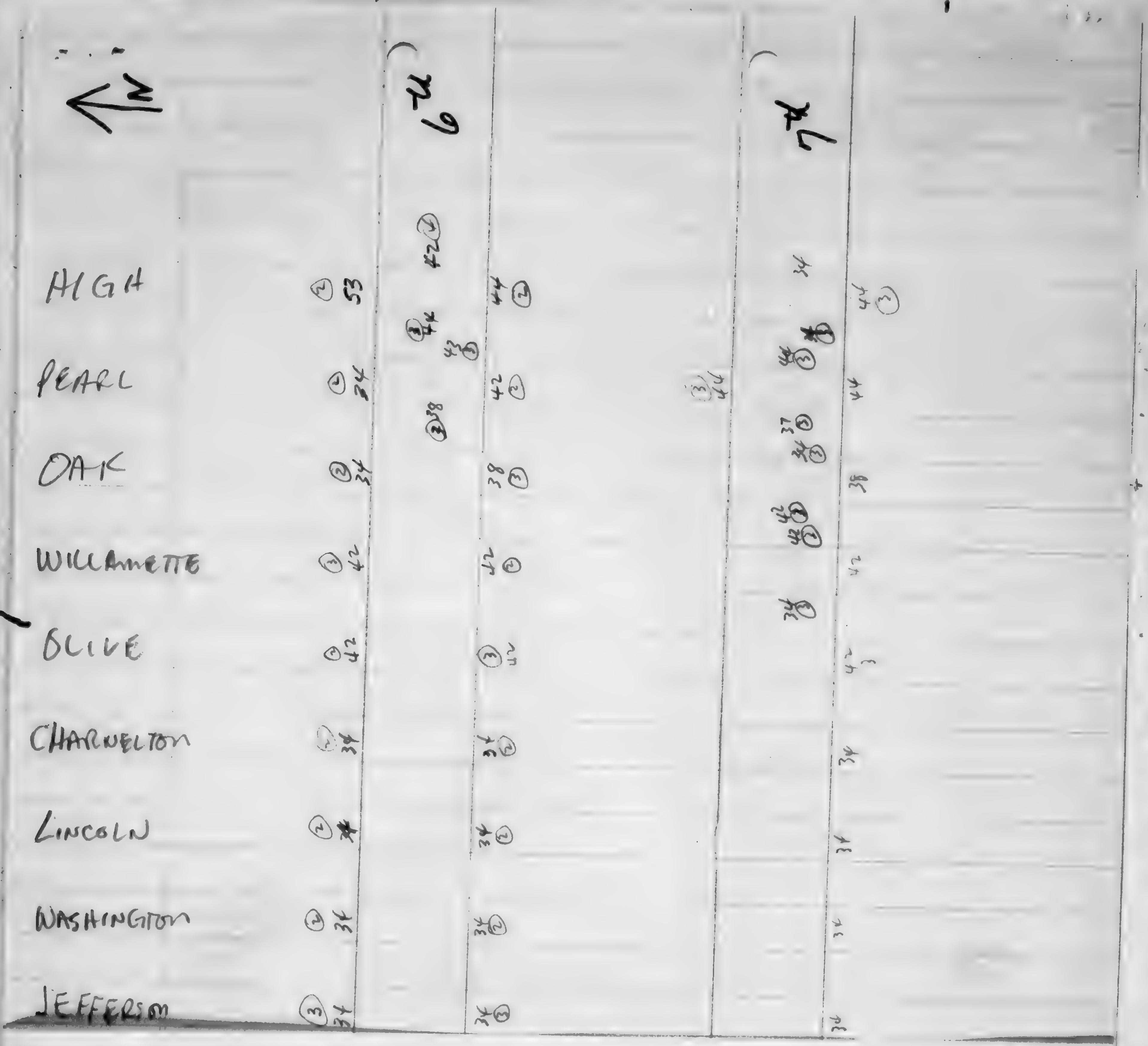
FHWA approval has been received for Eugene to do the upgrading and standardization of the 25 additional signals with city forces. The remainder of the project will be done by contract.

A public hearing will not be required.

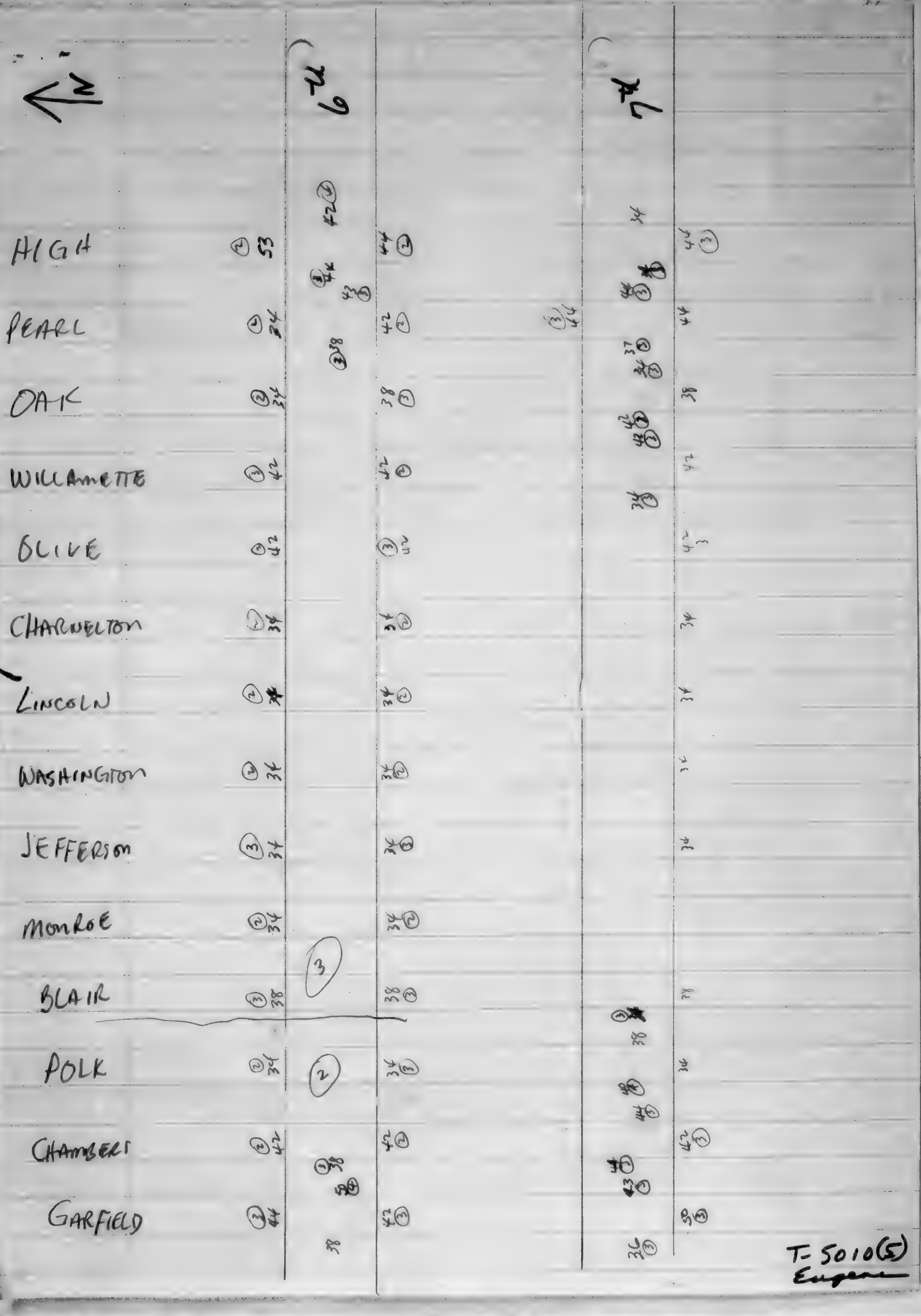
71-c
4/21/71

PROPOSED TOPICS PROJECT




N
6th
7th
HIGH
PEARL
OAK
WILLAMETTE
OLIVE
CHARNELTON
LINCOLN
WASHINGTON
JEFFERSON

Ex[illegible]
T 5010(5)



T-5010(5)
Eugene

☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 27, 1971

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

The TOPICS project requests submitted by the City of Eugene for traffic signal installation and modification on the W. 6th Avenue-W. 7th Avenue Couplet, and on Broadway Street and Franklin Blvd., will be presented to the State Highway Commission at the May 4, 1971 meeting. The current estimate for these projects is $105,000 and $210,000 respectively.

These projects will be presented to the HIghway Commission with the expectation that sufficient TOPICS funds will be available to cover the entire project at the construction stage; however, if this is not the case, the difference between total costs and available TOPICS funds shall be shared equally by State and City.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: C. T. Keasey

RECEIVED
APR 29 1971
FOR FILING

7852

April 27, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the May 4 meeting requests from the cities of Ashland, Eugene, Portland, and Tigard for Federal Aid TOPICS projects.

Ashland is requesting approval of a project on Siskiyou Boulevard to install a traffic signal at Ashland Street and to modify the existing traffic signal at Wightman Street. Also included is an interconnect system and some minor channelization. TOPICS funds for this project are estimated at $50,000, of which $10,000 will be the cost to the State.

Eugene is requesting approval of two projects, one for the installation of, or modification of, traffic signals at 27 intersections on the W. 6th Avenue-W. 7th Avenue Couplet and the other for the modification or replacement of traffic signals at seven intersections on Broadway Street and Franklin Boulevard.

The first Eugene project requires the installation of a pretimed traffic control signal at W. 6th Avenue and Charnelton Street, the major modification of the existing traffic control signal at W. 6th Avenue and High Street, overhaul of the existing interconnect system, and minor upgrading of the traffic control signals at 25 additional intersections on the couplet. Federal Highway Administration approval has been received for the City to perform the minor upgrading with their forces. The remainder of the project will be done by contract. TOPICS funds for this project are estimated at $105,000, of which $21,000 will be the cost to the State.

The second Eugene project requires major modification of the existing traffic control signal at Broadway Street and Mill Street, the replacement of the existing traffic control signals at six additional intersections, the widening of Franklin Boulevard at 11th Avenue to add one more lane, and the upgrading of the interconnect system from Mill Street to Walnut Street. TOPICS funds for this project are estimated at $210,000, of which $42,000 will be the cost to the State.

Portland is requesting approval of a project to install traffic control signals at 30 intersections throughout the city along with some minor channelization. TOPICS funds for this project are estimated at $530,000, of which $106,000 will be the cost to the State.

Portland is also requesting that the Federal TOPICS portion of the 17th and Powell project be increased by $100,000. No additional State funds will be required by this approval.

Tigard is requesting approval of a project to pre-time and interconnect the existing traffic control signals at four intersections on Pacific Highway West. TOPICS funds for this project are estimated at $27,500, of which $5,500 will be the cost to the State.

Presently there are insufficient TOPICS funds allocated to the cities of Eugene and Tigard to fully cover their requested projects. Eugene's available TOPICS funds will cover 80 percent of their requested projects and Tigard's TOPICS funds will cover 70 percent of their request. There is a good possibility that additional TOPICS funds will be available to these cities by the time these projects reach the construction stage. Therefore, it is proposed that these projects be approved with the expectation that sufficient funds will be available at construction time; however, if this is not the case, the difference between total project costs and available TOPICS funds shall be shared equally by State and City. This would follow our existing policy of equally sharing traffic signal costs on State highways within cities. In the latter case, additional State funds of approximately $18,000 would be required to cover the Eugene requests and $2,500 for the Tigard request.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. We recommend your approval and request authority for the Secretary to sign project agreements for and in your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. L. Schroeder
L. W. Rulien
C. T. Keasey

RB:ljt sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 26, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Eugene (2), Portland (2), and Tigard.

The total TOPICS funds required are estimated at $1,089,000, of which $184,500 will be the State's share. This will bring the total estimated cost of TOPICS projects approved by the Commission to $3,256,000, which represents 100 per cent of 1970 TOPICS funds and approximately 19 per cent of 1971 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

RECEIVED
APR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

~~SUMMARY,~~ TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500

Increase in Previously Approved Project

PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

Copy in minutes

CITY OF EUGENE
Proposed TOPICS Project

Garfield Street-High Street (Eugene) Section, W. 6th Avenue-W. 7th Avenue Couplet (FAP 3). Traffic signal installation and modification and interconnect upgrading, $105,000.

Install a pretimed two-phase traffic control signal at W. 6th Avenue and Charnelton Street.

Provide major modification to the existing traffic control signal at W. 6th Avenue and High Street.

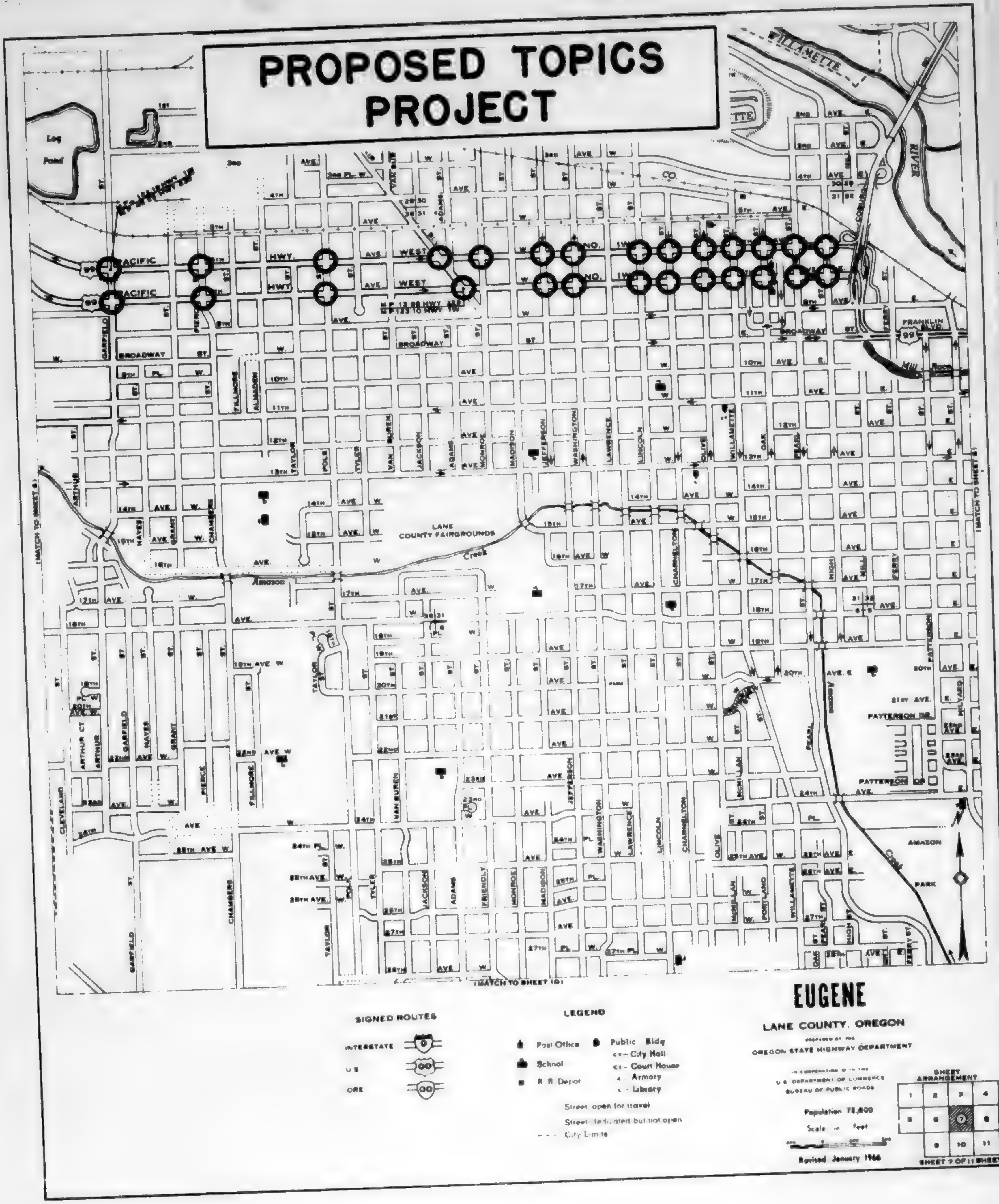
Upgrade and standardize the existing traffic control signals at 25 additional intersections on W. 6th Avenue and W. 7th Avenue.

Upgrade the existing single wire interconnect system to a 6-wire system.

FHWA approval has been received for Eugene to do the upgrading and standardization of the 25 additional signals with city forces. The remainder of the project will be done by contract.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



4-21-71

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND T-5002	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE T-5010	✓ Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE T-5010	✓ Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND T-5025	✓ Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD T-5025	✓ S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500

Increase in Previously Approved Project

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

CITY OF EUGENE
Proposed TOPICS Project

Garfield Street-High Street (Eugene) Section, W. 6th Avenue-W. 7th Avenue Couplet (FAP 3). Traffic signal installation and modification and interconnect upgrading, $105,000.

Install a pretimed two-phase traffic control signal at W. 6th Avenue and Charnelton Street.

Provide major modification to the existing traffic control signal at W. 6th Avenue and High Street.

Upgrade and standardize the existing traffic control signals at 25 additional intersections on W. 6th Avenue and W. 7th Avenue.

Upgrade the existing single wire interconnect system to a 6-wire system.

FHWA approval has been received for Eugene to do the upgrading and standardization of the 25 additional signals with city forces. The remainder of the project will be done by contract.

A public hearing will not be required.

71-c
4/21/71

TOPS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 93708

DATE: April 7, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon
G. K. Hosner

SUBJECT: TOPICS, City of Eugene
Garfield Street - High Street Section
6th-7th Avenue Couplet
Force Account Work

We have reviewed the City's proposed Federal-aid TOPICS project in the City of Eugene, involving 27 intersections on the existing 6th Avenue - 7th Avenue Couplet (FAP 3) between Garfield Street and High Street.

We concur in the use of force account work for minor modification to the existing traffic control signals, provided satisfactory coordination can be worked out between the City and the contractor for handling of traffic. Contract documents should cover whose responsibility it is to control traffic at the time City forces are working on the project.

The force account method is considered to be in the public interest for reasons set forth in the "TOPICS Project Report" prepared by the City of Eugene, Traffic Engineering Division.

cc:
Region (08-00.33)

4-12-71

REFERRED TO
Carl Young

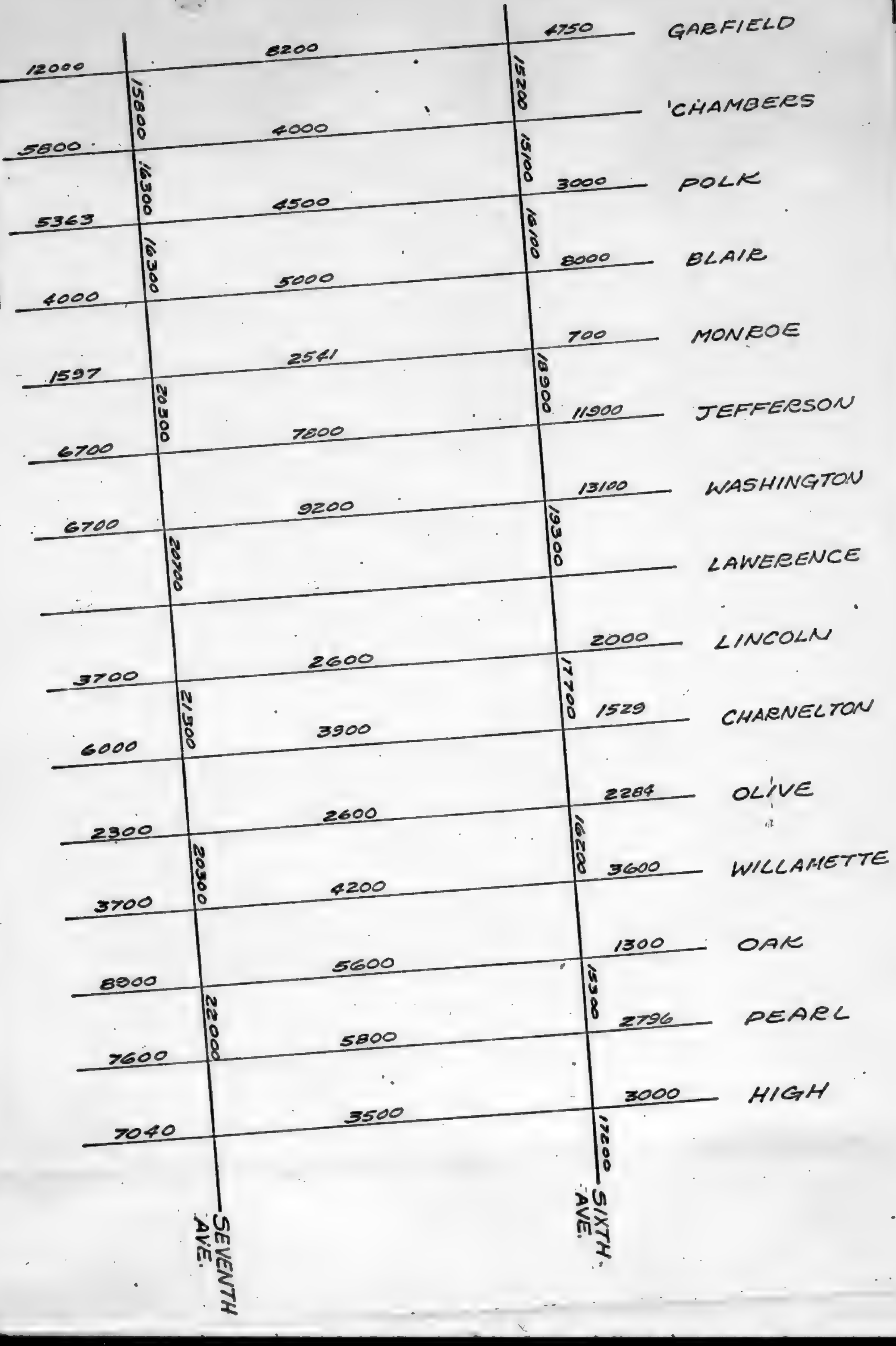
RECEIVED
COUNTY & CITY SECTION
APR 12 1971
☐ ~~ENGR.~~ ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Globe

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE



TRAFFIC VOLUMES
SIXTH & SEVENTH AVE

ENCL 30

RECEIVED
COUNTY & CITY SECTION
MAR 1 0 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS
PROJECT
REPORT

Sixth & Seventh Avenues from High Street to Garfield Street

March 1971

Public Works Dept.
Traffic Engineering Division
City of Eugene, Oregon

TABLE OF CONTENTS

	Page
Force Account Application	1 & 2
Project Description	2
Conditions Requiring Project	2 & 3
Proposed Project Accomplishments	3
Statement Regarding Utilities	3
Enclosures (Project Drawings)	3

Enclosure A - Project Limits Map
" 1 - 6th & High
" 2 - 6th & Pearl
" 3 - 6th & Oak
" 4 - 6th & Willamette
" 5 - 6th & Olive
" 6 - 6th & Charnelton
" 7 - 6th & Lincoln
" 8 - 6th & Washington
" 9 - 6th & Jefferson
" 10 - 6th & Monroe
" 11 - 6th & Blair
" 12 - 6th & Polk
" 13 - 6th & Chambers
" 14 - 6th & Garfield
" 15 - 7th & Garfield
" 16 - 7th & Chambers
" 17 - 7th & Polk
Enclosure 18 - 7th & Blair
" 19 - 7th & Jefferson
" 20 - 7th & Washington
" 21 - 7th & Lincoln
" 22 - 7th & Charnelton
" 23 - 7th & Olive
" 24 - 7th & Willamette
" 25 - 7th & Oak
" 26 - 7th & Pearl
" 27 - 7th & High
" 28 - Signal Warrant Sixth & Charnelton
" 29 - Interconnect Modifications
" 30 - Traffic Volumes
" 31 - Work By Contract
" 32 - Work By Force Account

FORCE ACCOUNT APPLICATION

Certain portions of this project lends itself to force account work. Specifically, it is proposed that the work be divided by contract and force account as follows:

Contract: (See Enclosure 31)

1. New signal construction at 6th and Charnelton.
2. Signal reconstruction at 6th and High.
3. Installation of underground conduit.
4. Install new 6 cable wiring.

Force Account: (See Enclosure 32)

1. All signal modifications to existing signals.

Approval of this request is solicited based on the following justification:

1. The City of Eugene has historically constructed traffic signals by force account. Our division has been staffed for this purpose and the work load for the year is scheduled normally with manpower availability in mind. Diversion of funds normally used for force account work to contract TOPICS jobs would therefore impose an undue burden on the City due to work load cutbacks.

2. The personnel of this division have the ability, experience and interest to properly discharge the responsibilities inherent in a job of this magnitude.

3. It is felt to be in the public interest that force account work be authorized because:

    a. The traffic volumes on the streets has dictated the need for this improvement for some years, however, lack of money has prevented the improvements. It is to the benefit of the motorists to complete these modifications as soon as possible and force account work would accomplish this.

    b. Those intersections without pedestrian signals pose a hazard daily which should be corrected as soon as possible for the public's protection.

    c. No additional equipment (rented or purchased) is necessary for the performance of the force account work.

    d. Force account work will provide a substantial savings which is in the public interest since this allows the total construction dollars to be spread over a larger number of projects. This provides a greater benefit to the motorist in safety and capacity, and is clearly in the public interest.

e. The cost of the project will be reasonable if done under force account. The estimated difference is outlined below:

Total cost estimate if done by contract: $123,030

Total cost estimate if done by Force Account
& Contract:
$103,500 (49,500 Force Acct.)
(54,000 Contract)

4. The work proposed to be accomplished by force account is that shown on Enclosures 32,2,3,4,5 and 7 through 27.

5. The work proposed to be accomplished by contract is that shown on Enclosures 1,6, and 31.

Project Description

Consists of signal upgrading and reconstruction. The upgrading will consist of changing signal heads to larger size, addition of signal heads, installation of interior illuminated lane control signs and expansion of controllers to provide 3-dial capability. It also involves replacement of the existing signal wire interconnect with a 6 wire cable to serve the three-dial controllers.

A new signal is proposed to serve 6th and Charnelton. Partial reconstruction of the three-phase system at 6th and High Street (including programed signal heads for westbound movements) is also proposed.

Conditions Requiring Project

Sixth and Seventh Avenues are the principal east-west carriers through the City of Eugene. Traffic volumes along various parts of the corridor are shown on Enclosure 30. Volume range on 6th Avenue is 15,200 to 19,000 VPD, and 7th Avenue has 15,800 to 22,000 VPD. Sixth and Seventh Avenues are three lane facilities from High to Blair, and two lane from Blair to Garfield. The existing control equipment consists of some three-dial controllers with only one dial and numerous non-expandable single-dial fixed time controllers.

A number of signal heads do not conform to federal standards pertaining to size and some locations only have one indication rather than the two required. Pedestrian signal heads in some cases do not exist and in other cases are substandard in size and legend which creates a nonuniform pattern.

Internal illuminated lane control signing is presently used at some intersections on 6th and 7th. This creates a nonuniform situation especially since the central business district streets adjacent to the easterly end of the corridor are all uniformly signed for lane control. We feel this signing is justified in order to provide better lane control during wet weather and to reduce the accidents. Along 6th and 7th from High to Garfield, a total of 81 investigated accidents occurred over a three year period which may have been prevented with interior illuminated lane control signing. These accidents were vehicles turning right or left from an improper lane.

The existing signal interconnect consists of a single wire system. This will not provide flexibility unless major modifications are provided in the local controller. Analysis of existing traffic flow indicates a need for preferential timing during AM and PM hours. While the need is not apparent perhaps for the entire system, growth in volume or actual field experience will probably require the inclusion of the total system into preferential treatments. A need is apparent for different offsets during peak periods to take care of the lower travel speeds.

Travel time studies in the system show a definite drop in speeds during peak periods in most of the system. Six intersections along this corridor are among the top 20 accident producing signalized locations in the city. Blair and 7th leads the top 20 list with 26 investigated accidents during 1970.

Proposed Project Accomplishments

It is anticipated that increased capacity and safety will be the major accomplishments of the project. These benefits should accrue due to increased signal head size and number along with interior illuminated lane control signing. Uniformity of lane controls and signal heads will certainly be of value in providing a safer more efficient flow.

Changes at 6th and High will materially improve capacity through the use of full presence loops close in. Placing programed signal heads for westbound movement will materially increase the safety factor by reducing the confusion of viewing two signals with different inclinations. The increased capacity will hopefully reduce the rear-end accident problem which exists westbound on Highway 99.

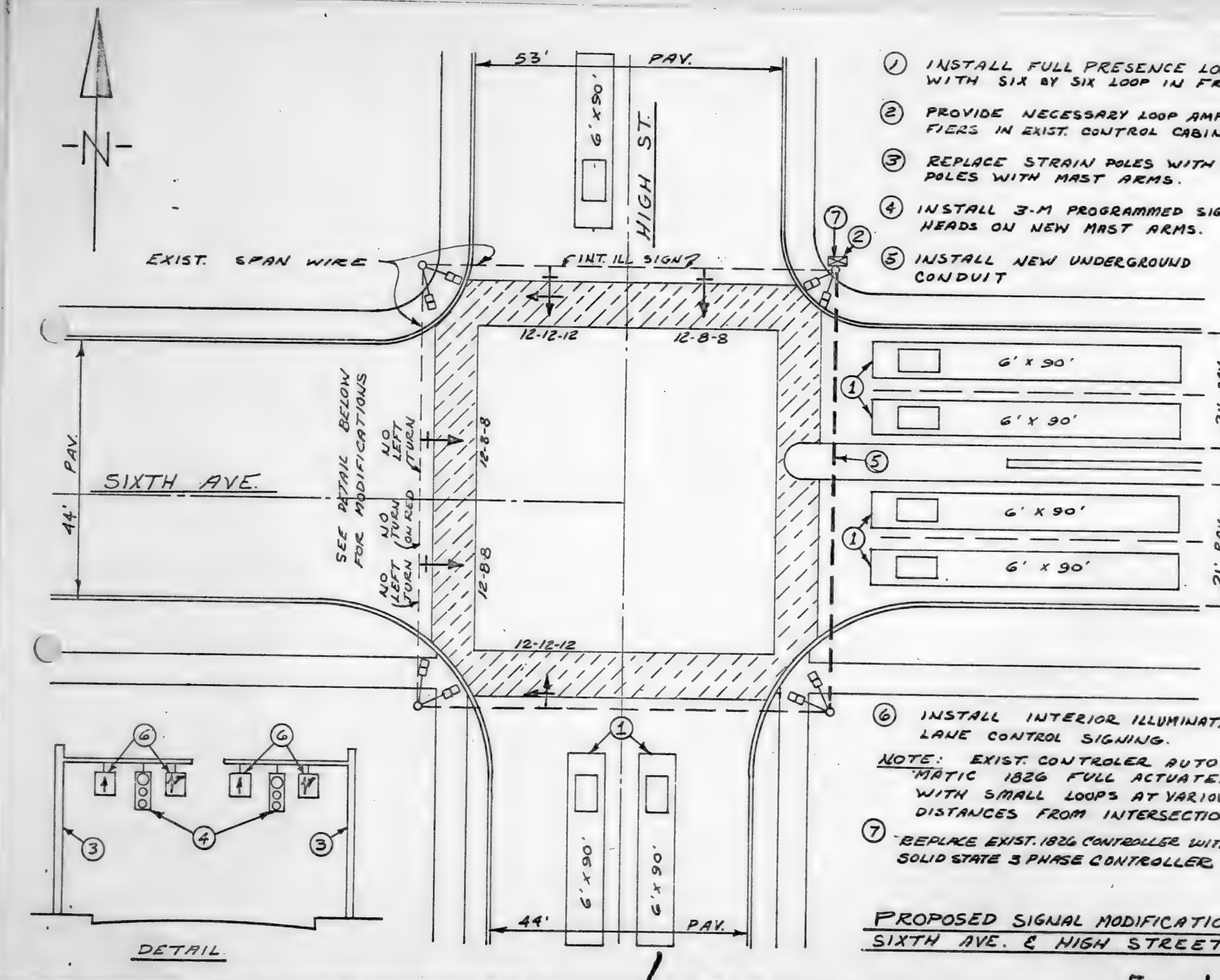
Utilities

A number of franchised utilities are on 6th and 7th at various locations too numerous to enumerate. A summary of type and street involved is listed below:

Eugene Water & Electric Board - Water & electric lines on both 6th and 7th.
Teleprompter - Overhead cable, 6th & Willamette, 6th & Monroe, 7th & Pearl, and 7th & Monroe.
Northwest Natural Gas - Lines on both 6th and 7th.
Pacific Northwest Bell - Underground and overhead both on 6th and 7th.

Enclosures

Each intersection proposal is shown on one of the attached enclosures. Each drawing has a brief description of the work proposed. Enclosure 28 shows the signal warrant for 6th and Charnelton. Traffic volumes are listed on Enclosure 30.



① INSTALL FULL PRESENCE LOOPS WITH SIX BY SIX LOOP IN FRONT.

② PROVIDE NECESSARY LOOP AMPLIFIERS IN EXIST. CONTROL CABINET.

③ REPLACE STRAIN POLES WITH NEW POLES WITH MAST ARMS.

④ INSTALL 3-M PROGRAMMED SIGNAL HEADS ON NEW MAST ARMS.

⑤ INSTALL NEW UNDERGROUND CONDUIT

⑥ INSTALL INTERIOR ILLUMINATED LANE CONTROL SIGNING.

NOTE: EXIST. CONTROLER AUTOMATIC 1826 FULL ACTUATED WITH SMALL LOOPS AT VARIOUS DISTANCES FROM INTERSECTION.

⑦ REPLACE EXIST. 1826 CONTROLLER WITH SOLID STATE 3 PHASE CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE. & HIGH STREET

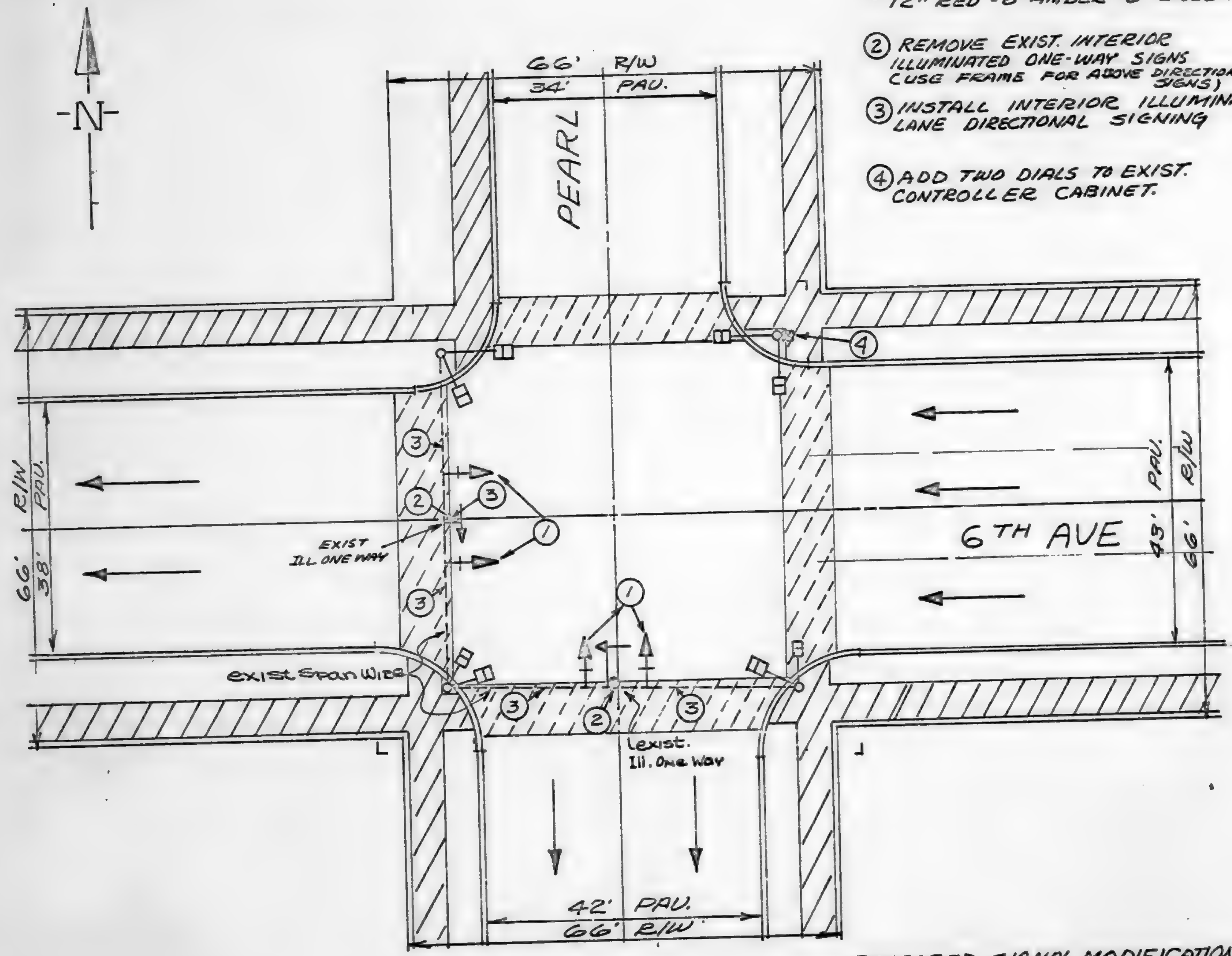
ENCL 1

(1) MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN

(2) REMOVE EXIST. INTERIOR ILLUMINATED ONE-WAY SIGNS (USE FRAME FOR ABOVE DIRECTIONAL SIGNS)

(3) INSTALL INTERIOR ILLUMINATED LANE DIRECTIONAL SIGNING

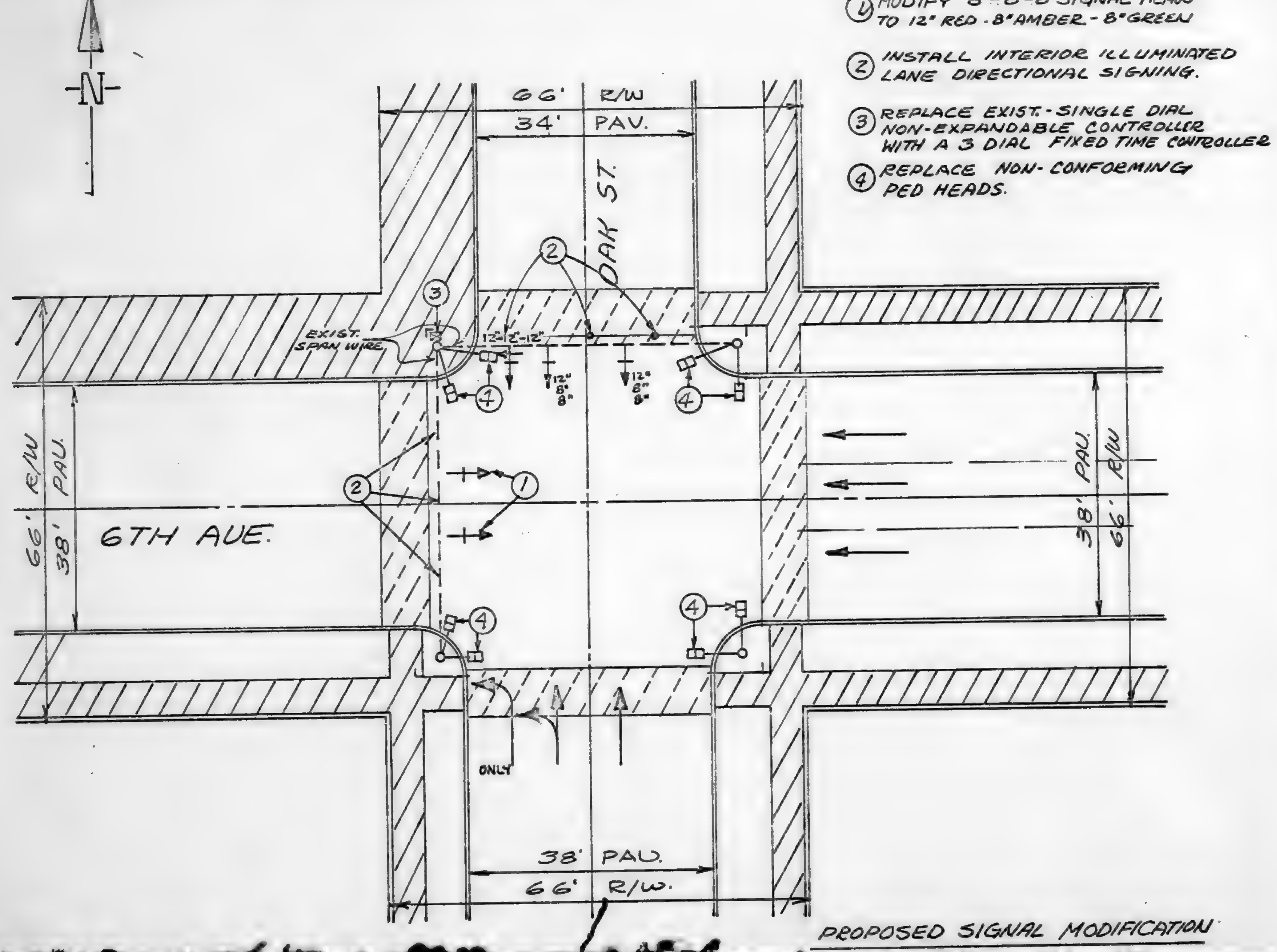
(4) ADD TWO DIALS TO EXIST. CONTROLLER CABINET.



PROPOSED SIGNAL MODIFICATION

SIXTH AVE & PEARL ST.

ENCL 2



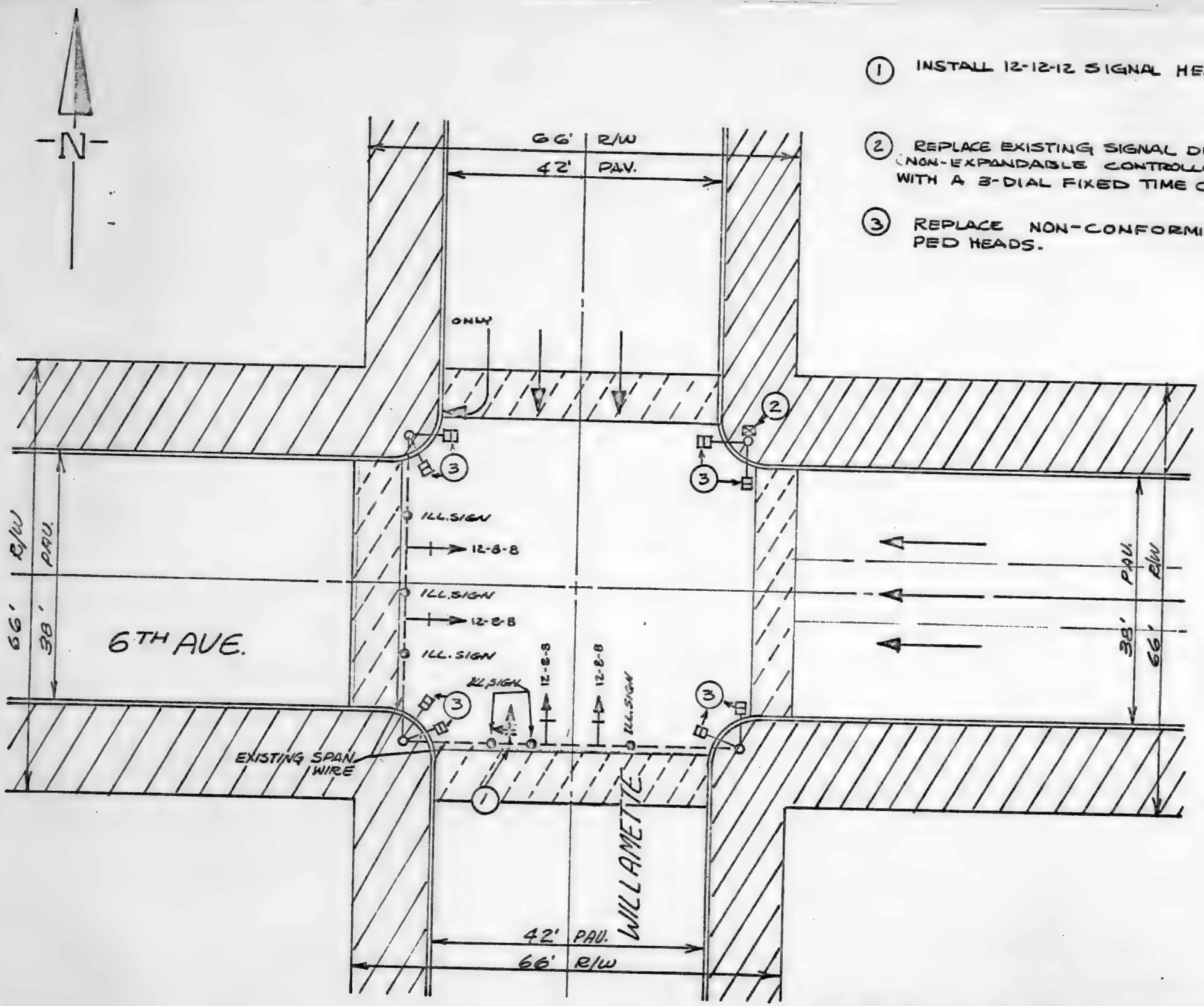
① MODIFY 8"-8"-8" SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN

② INSTALL INTERIOR ILLUMINATED LANE DIRECTIONAL SIGNING.

③ REPLACE EXIST. - SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER

④ REPLACE NON-CONFORMING PED HEADS.

PROPOSED SIGNAL MODIFICATION

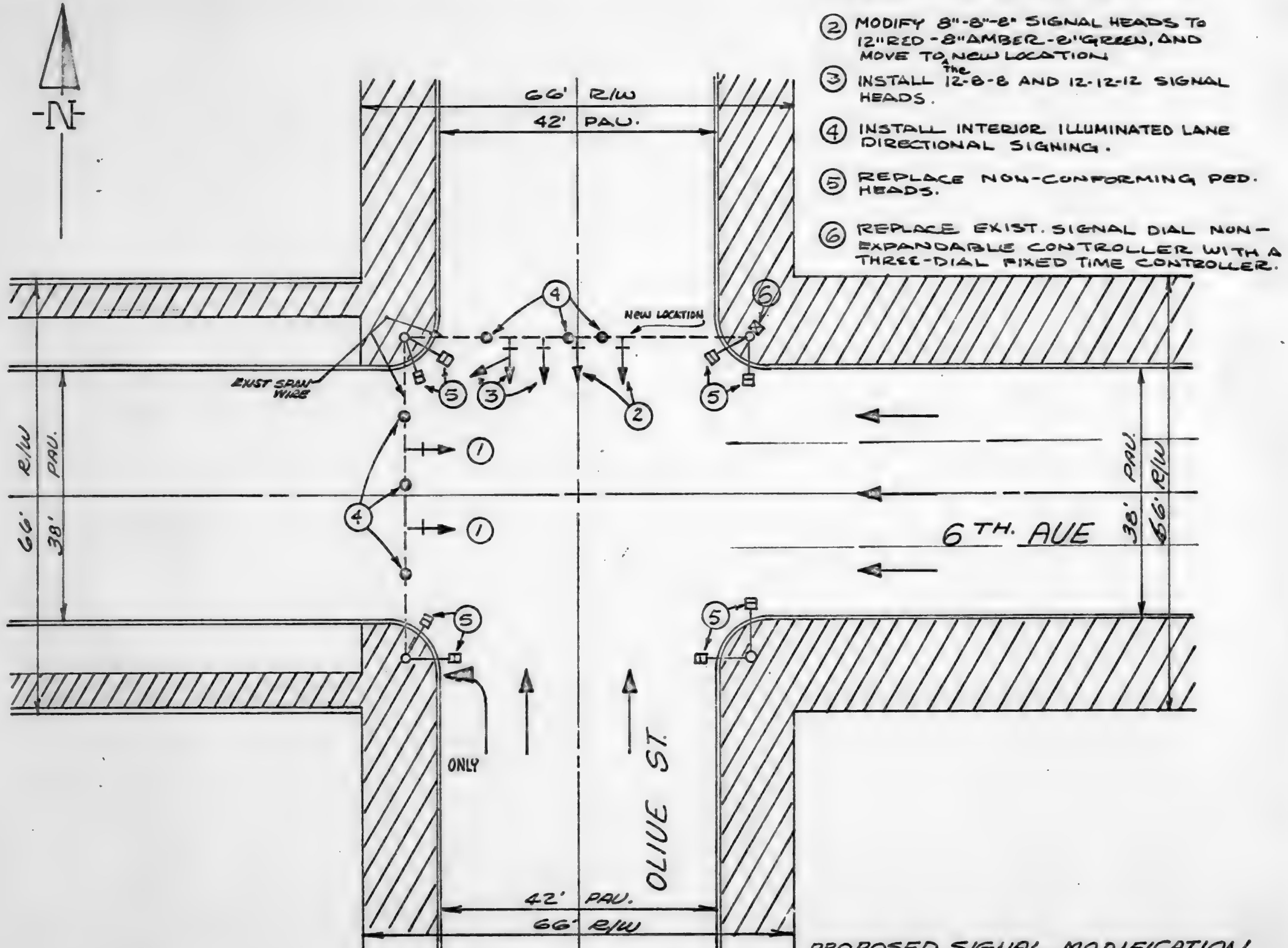


① INSTALL 12-12-12 SIGNAL HEAD

② REPLACE EXISTING SIGNAL DIAL (NON-EXPANDABLE CONTROLLER), WITH A 3-DIAL FIXED TIME CONTROLLER

③ REPLACE NON-CONFORMING PED HEADS.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE & WILLAMETTE ST.



① MODIFY 8-8-8 SIGNAL HEADS TO 12"-RED-8" AMBER-8" GREEN

② MODIFY 8"-8"-8" SIGNAL HEADS TO 12" RED-8" AMBER-8" GREEN, AND MOVE TO the NEW LOCATION

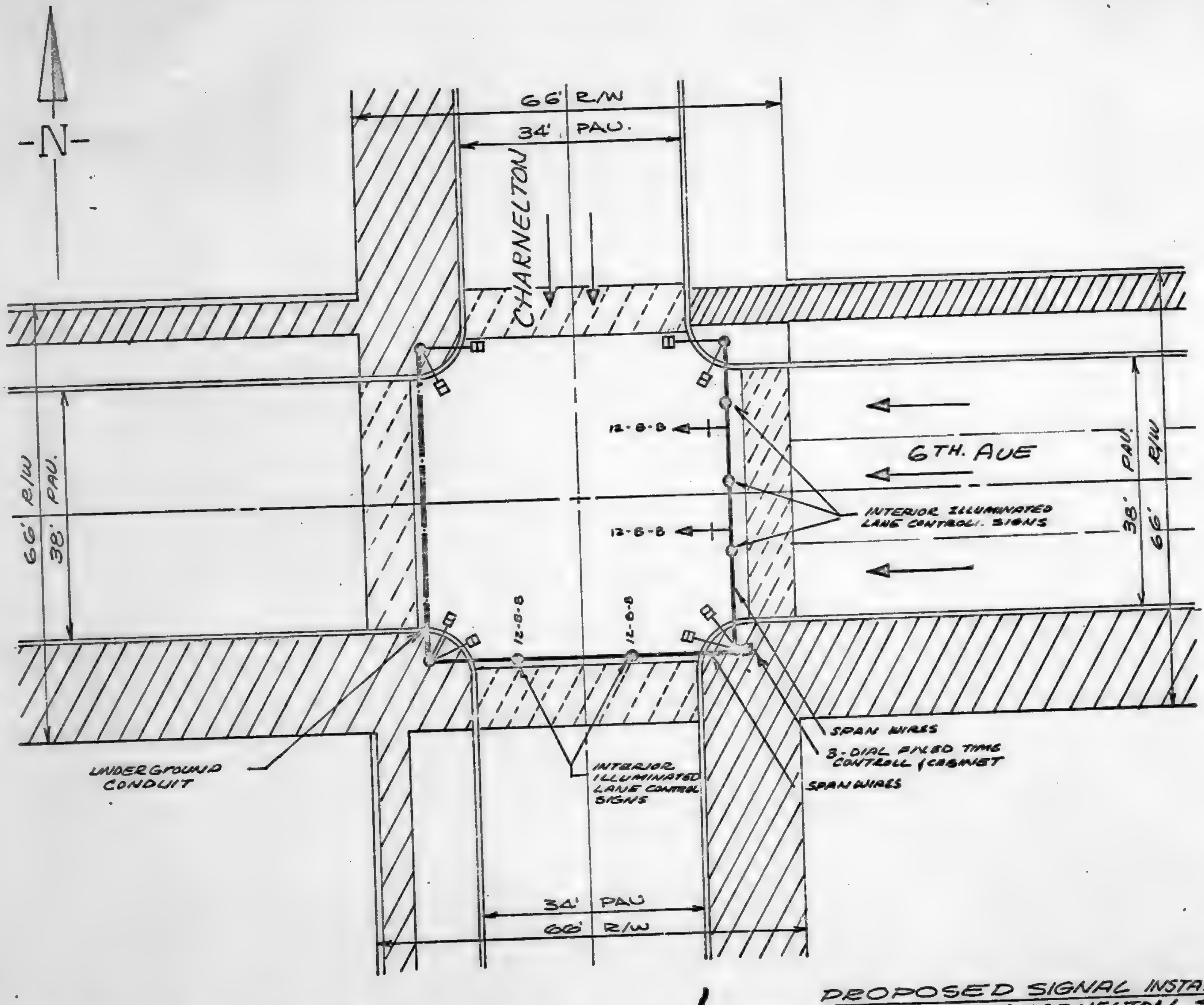
③ INSTALL 12-8-8 AND 12-12-12 SIGNAL HEADS.

④ INSTALL INTERIOR ILLUMINATED LANE DIRECTIONAL SIGNING.

⑤ REPLACE NON-CONFORMING PED. HEADS.

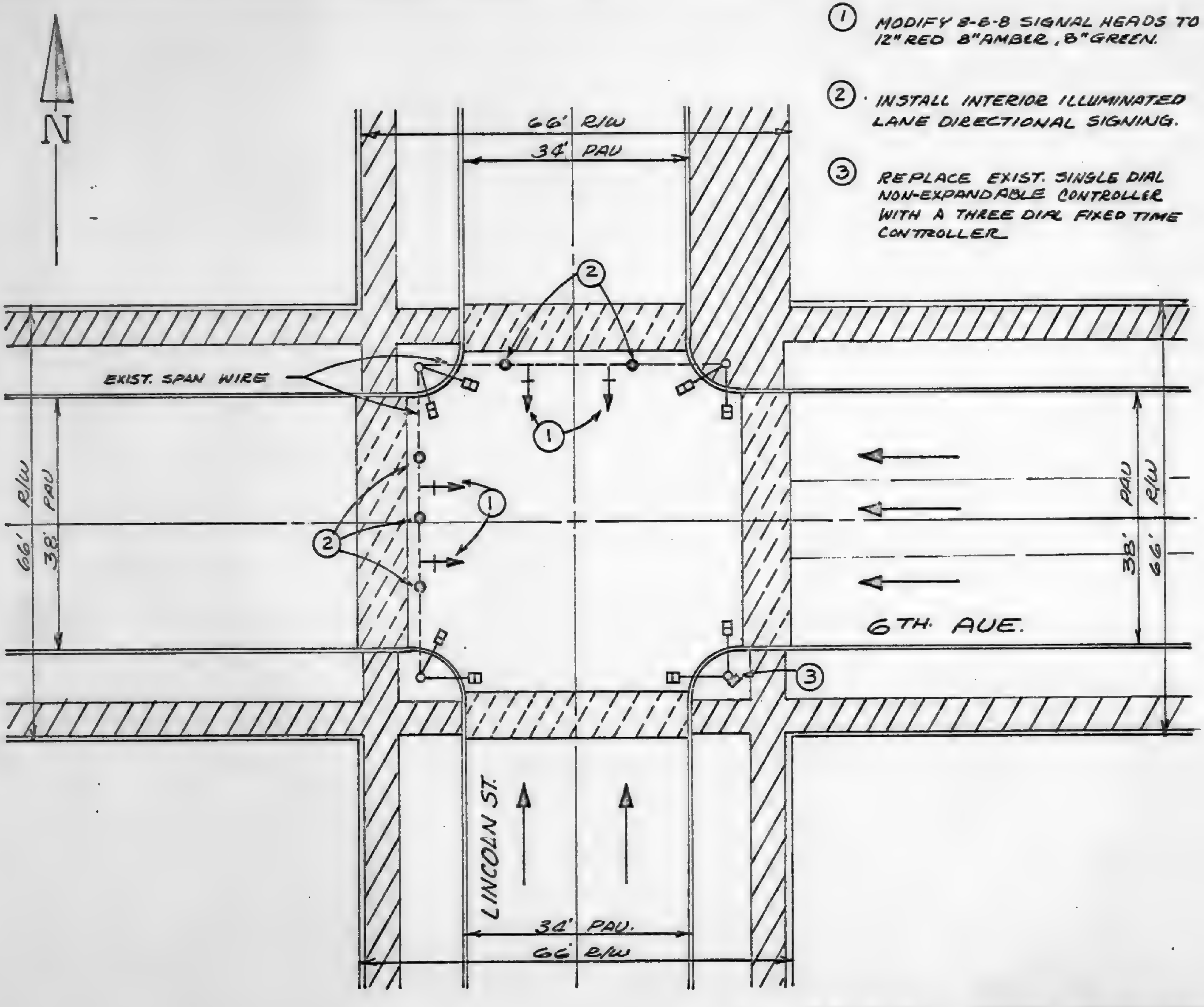
⑥ REPLACE EXIST. SIGNAL DIAL NON-EXPANDABLE CONTROLLER WITH A THREE-DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE & OLIVE ST.



PROPOSED SIGNAL INSTALLATION
6TH AVE. & CHARNELTON ST.

ENCL 6



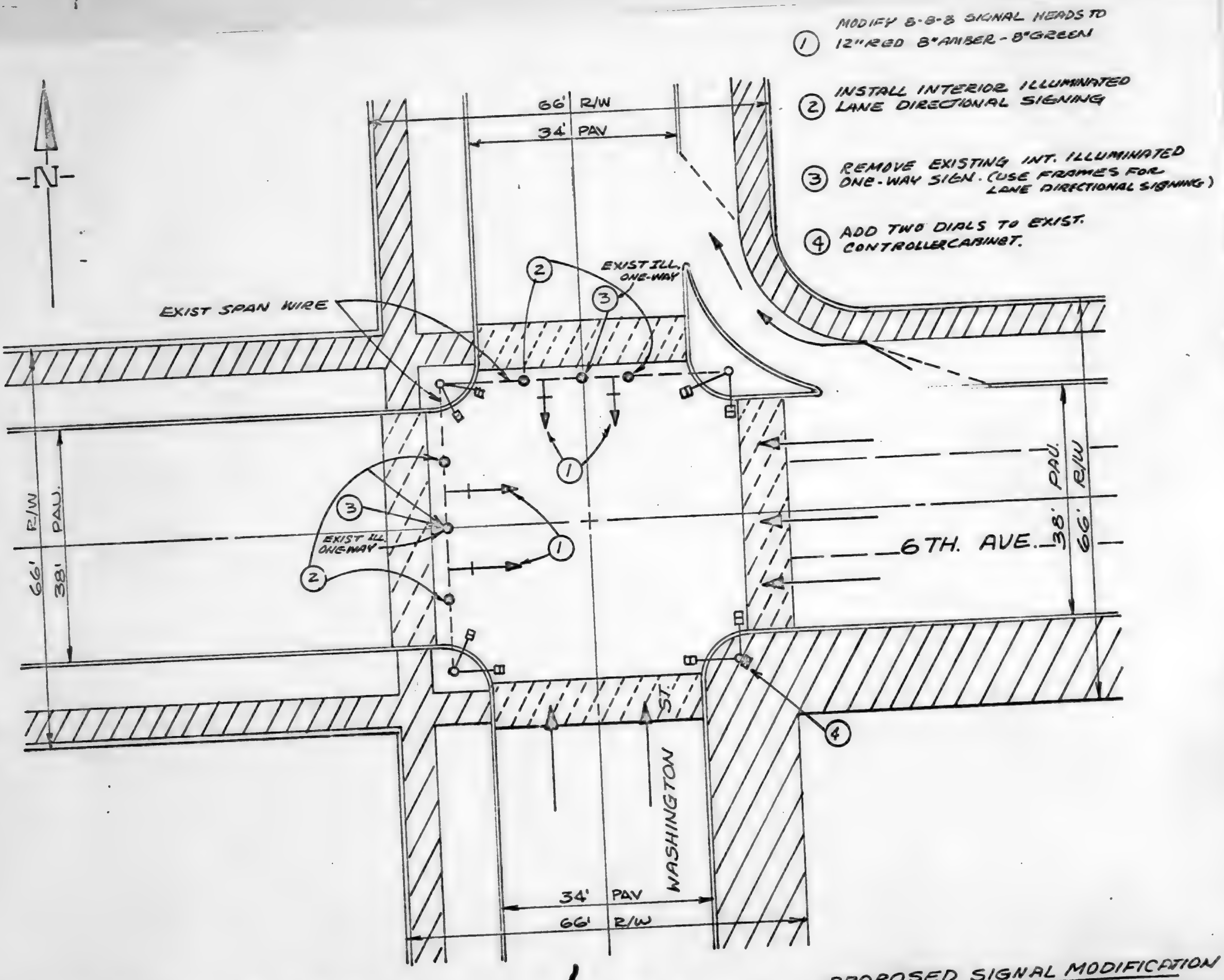
① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8" AMBER, 8" GREEN.

② INSTALL INTERIOR ILLUMINATED LANE DIRECTIONAL SIGNING.

③ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A THREE DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE. & LINCOLN ST.

ENCL. 7



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8" AMBER - 8" GREEN

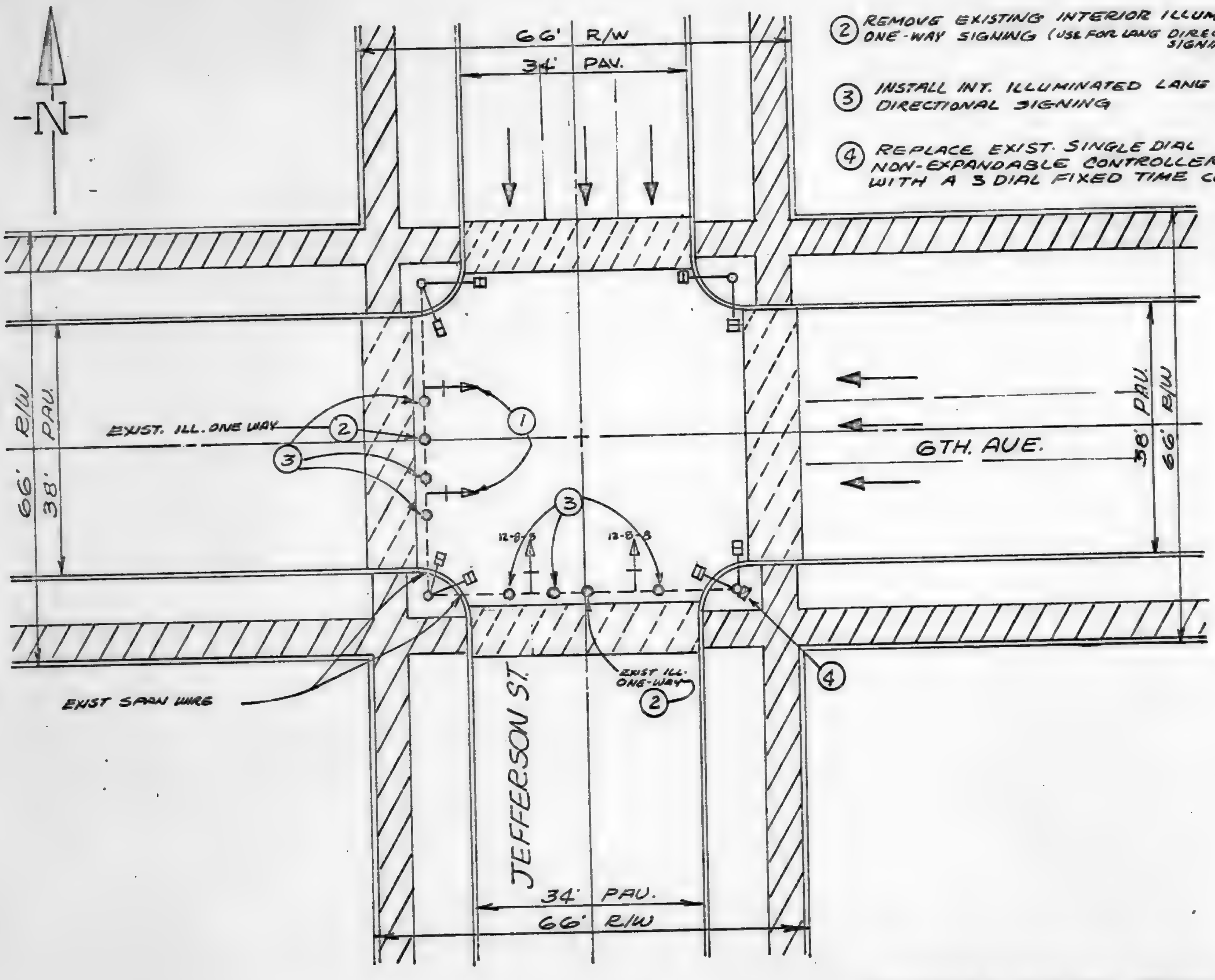
② INSTALL INTERIOR ILLUMINATED LANE DIRECTIONAL SIGNING

③ REMOVE EXISTING INT. ILLUMINATED ONE-WAY SIGN. (USE FRAMES FOR LANE DIRECTIONAL SIGNING)

④ ADD TWO DIALS TO EXIST. CONTROLLER CABINET.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE & WASHINGTON ST.

ENCL. 8



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED-8" AMBER -8" GREEN

② REMOVE EXISTING INTERIOR ILLUMINATED ONE-WAY SIGNING (USE FOR LANE DIRECTIONAL SIGNING)

③ INSTALL INT. ILLUMINATED LANE DIRECTIONAL SIGNING

④ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE. & JEFFERSON ST.

ENCL 9

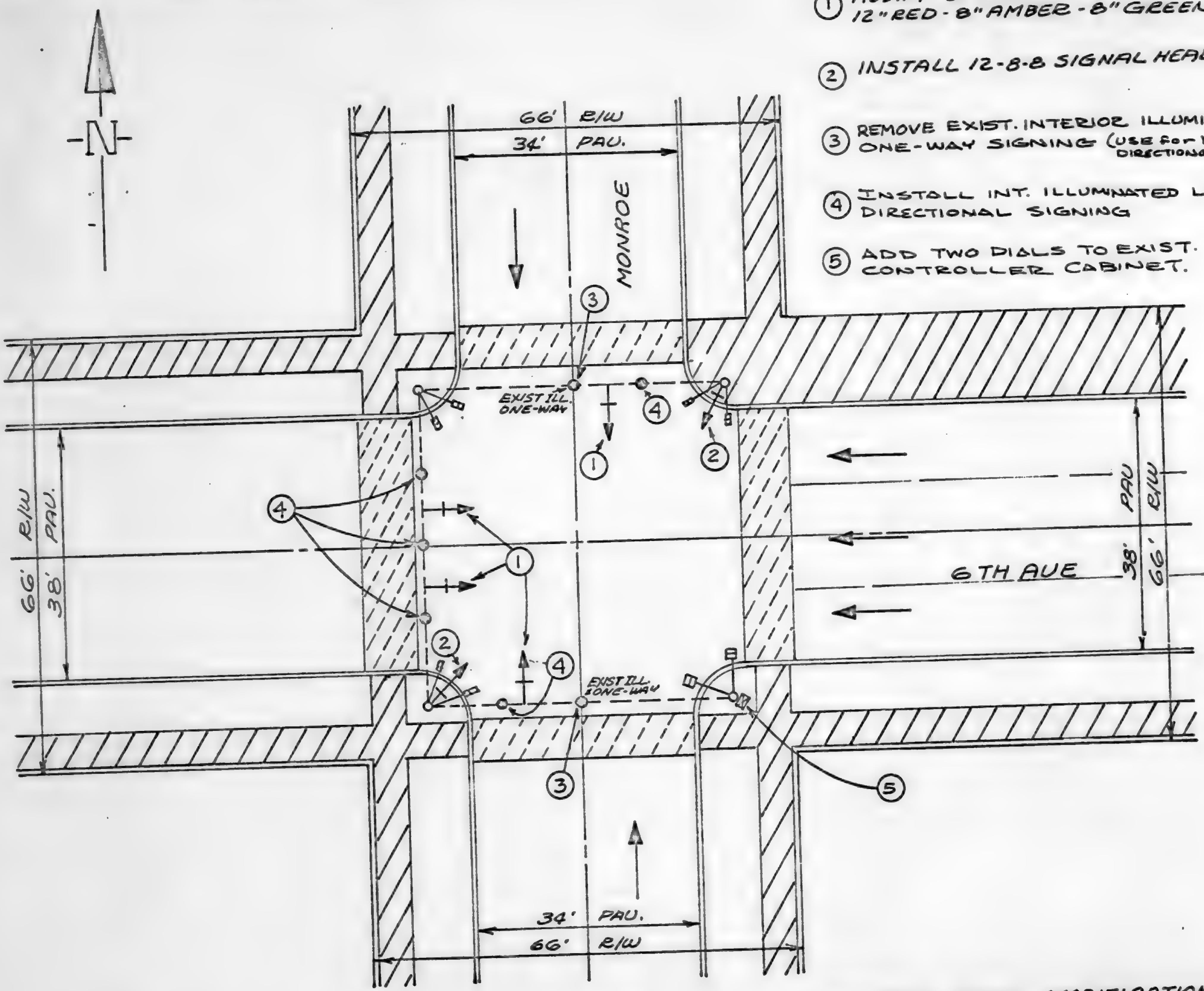
① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN.

② INSTALL 12-8-8 SIGNAL HEADS

③ REMOVE EXIST. INTERIOR ILLUMINATED ONE-WAY SIGNING (USE for LANE DIRECTIONAL SIGNING)

④ INSTALL INT. ILLUMINATED LANE DIRECTIONAL SIGNING

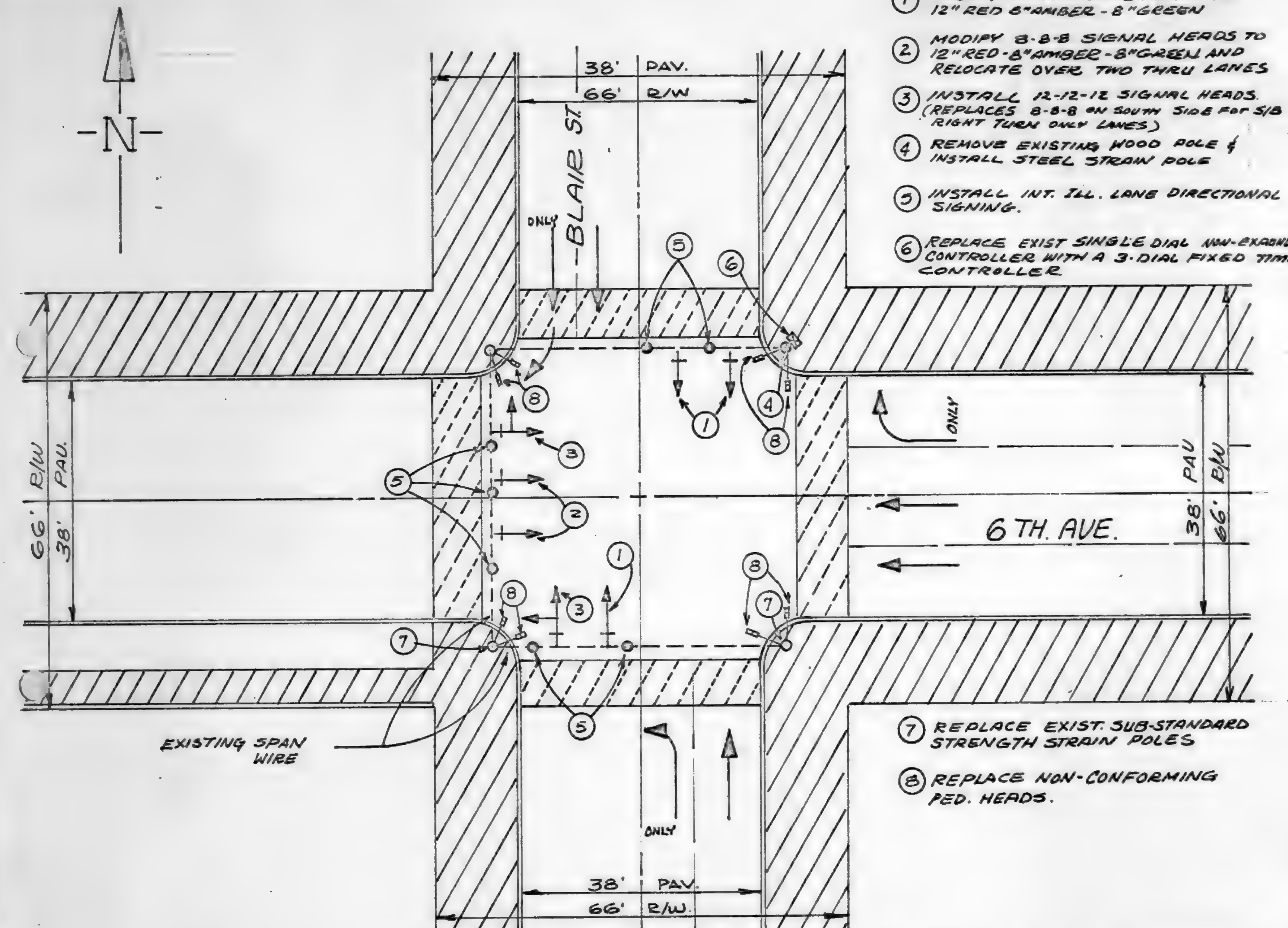
⑤ ADD TWO DIALS TO EXIST. CONTROLLER CABINET.



PROPOSED SIGNAL MODIFICATION

SIXTH AVE. & MONROE ST.

ENCL 10



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8"AMBER - 8"GREEN

② MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8"AMBER - 8"GREEN AND RELOCATE OVER TWO THRU LANES

③ INSTALL 12-12-12 SIGNAL HEADS. (REPLACES 8-8-8 ON SOUTH SIDE FOR S/B RIGHT TURN ONLY LANES)

④ REMOVE EXISTING WOOD POLE & INSTALL STEEL STRAIN POLE

⑤ INSTALL INT. ILL. LANE DIRECTIONAL SIGNING.

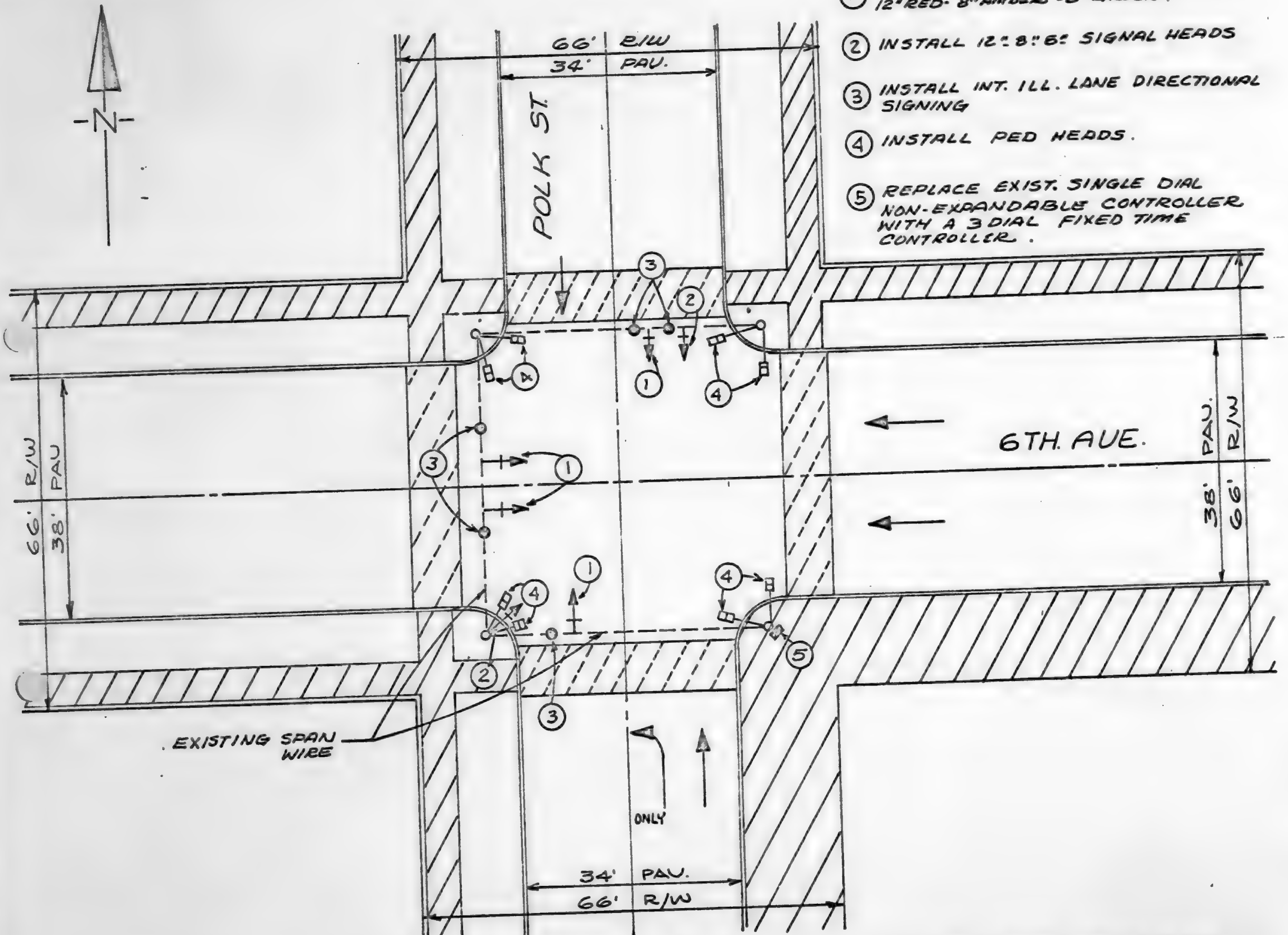
⑥ REPLACE EXIST SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER

⑦ REPLACE EXIST. SUB-STANDARD STRENGTH STRAIN POLES

⑧ REPLACE NON-CONFORMING PED. HEADS.

PROPOSED SIGNAL MODIFICATION
SIXTH AVE & BLAIR ST.

ENCL 11



① MODIFY 8-8-8 SIGNAL HEADS TO 12"RED- 8"AMBER -8"GREEN.

② INSTALL 12": 8": 6": SIGNAL HEADS

③ INSTALL INT. ILL. LANE DIRECTIONAL SIGNING

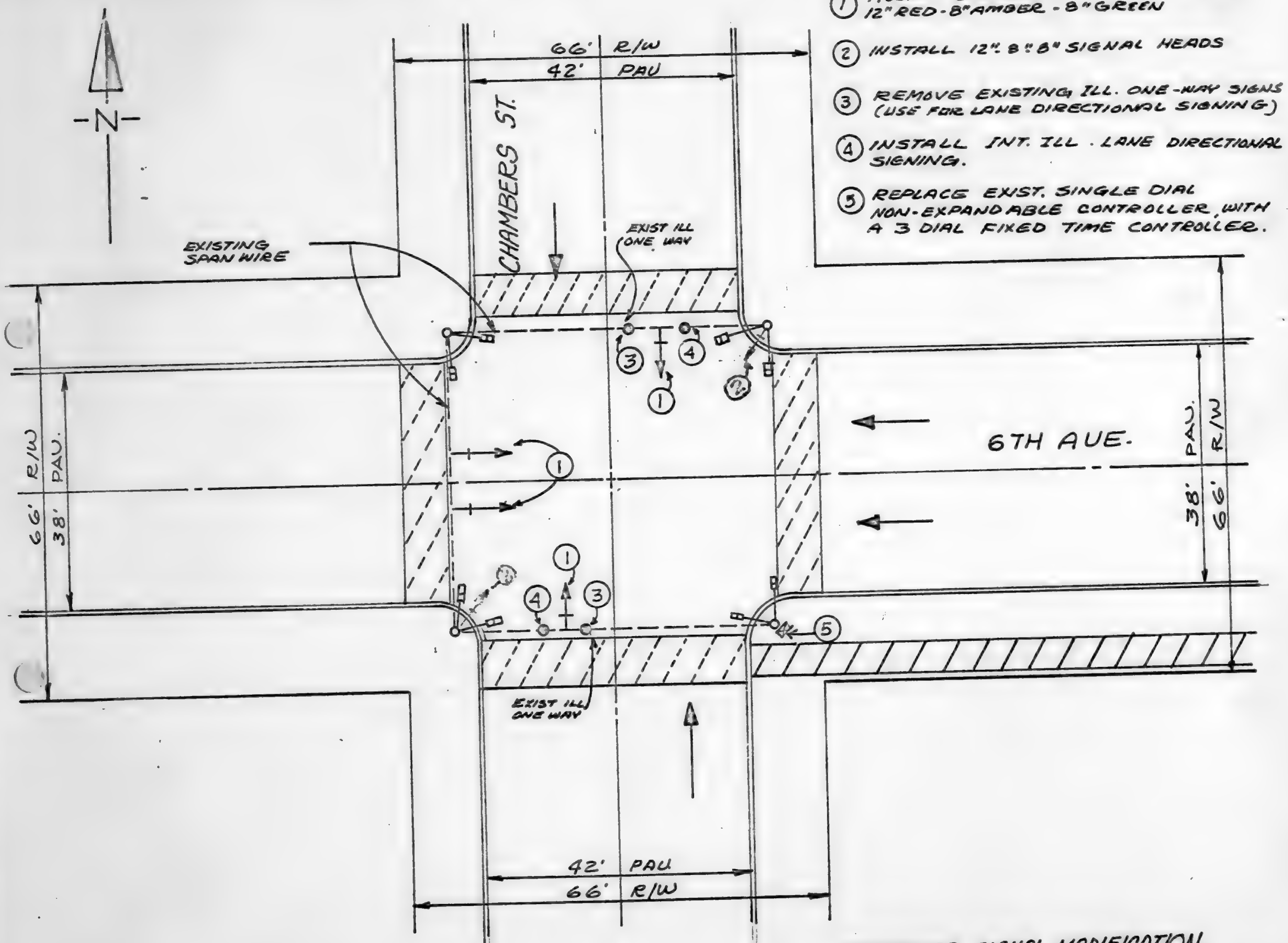
④ INSTALL PED HEADS.

⑤ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION

SIXTH AVE & POLK ST.

ENCL 12



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED-8" AMBER - 8" GREEN

② INSTALL 12", 8", 8" SIGNAL HEADS

③ REMOVE EXISTING ILL. ONE-WAY SIGNS (USE FOR LANE DIRECTIONAL SIGNING)

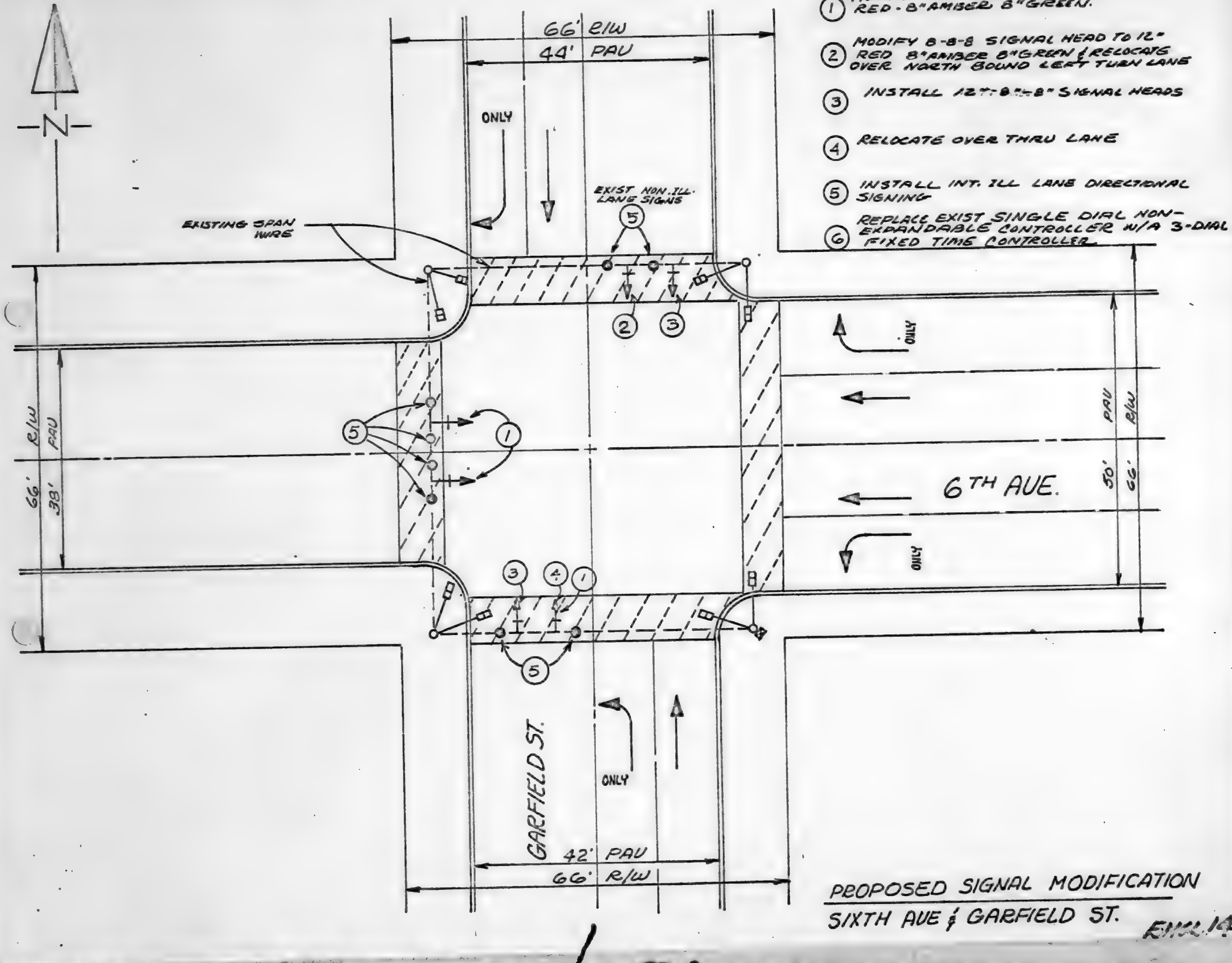
④ INSTALL INT. ILL. LANE DIRECTIONAL SIGNING.

⑤ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION

SIXTH AVE & CHAMBERS ST.

ENCL 13



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER 8" GREEN.

② MODIFY 8-8-8 SIGNAL HEAD TO 12" RED 8" AMBER 8" GREEN & RELOCATE OVER NORTH BOUND LEFT TURN LANE

③ INSTALL 12"-8"-8" SIGNAL HEADS

④ RELOCATE OVER THRU LANE

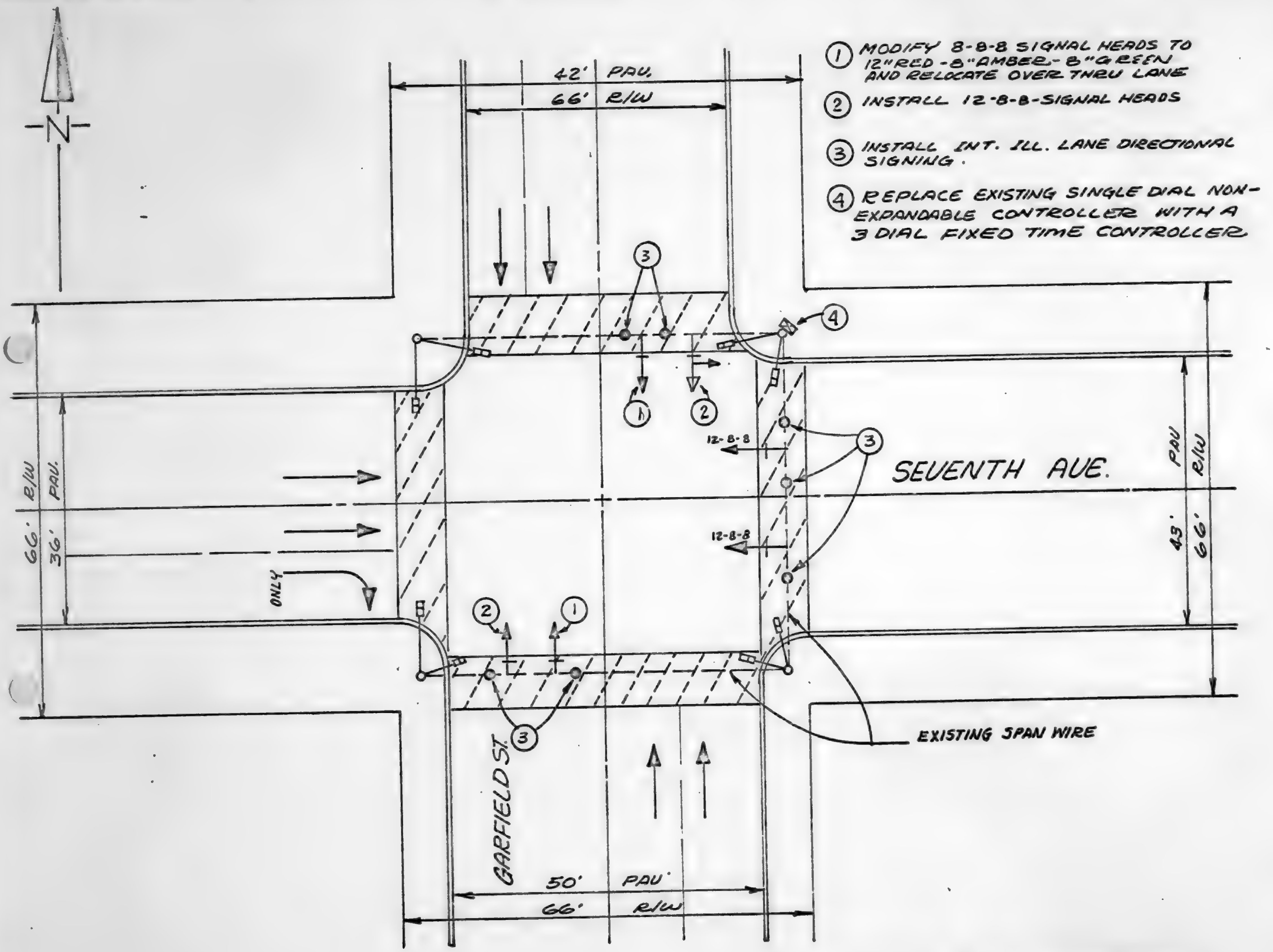
⑤ INSTALL INT. ILL LANE DIRECTIONAL SIGNING

⑥ REPLACE EXIST SINGLE DIAL NON-EXPANDABLE CONTROLLER W/A 3-DIAL FIXED TIME CONTROLLER

PROPOSED SIGNAL MODIFICATION

SIXTH AVE & GARFIELD ST.

ENCL. 14



① MODIFY 8-8-8 SIGNAL HEADS TO 12"RED-8"AMBER-8"GREEN AND RELOCATE OVER THRU LANE

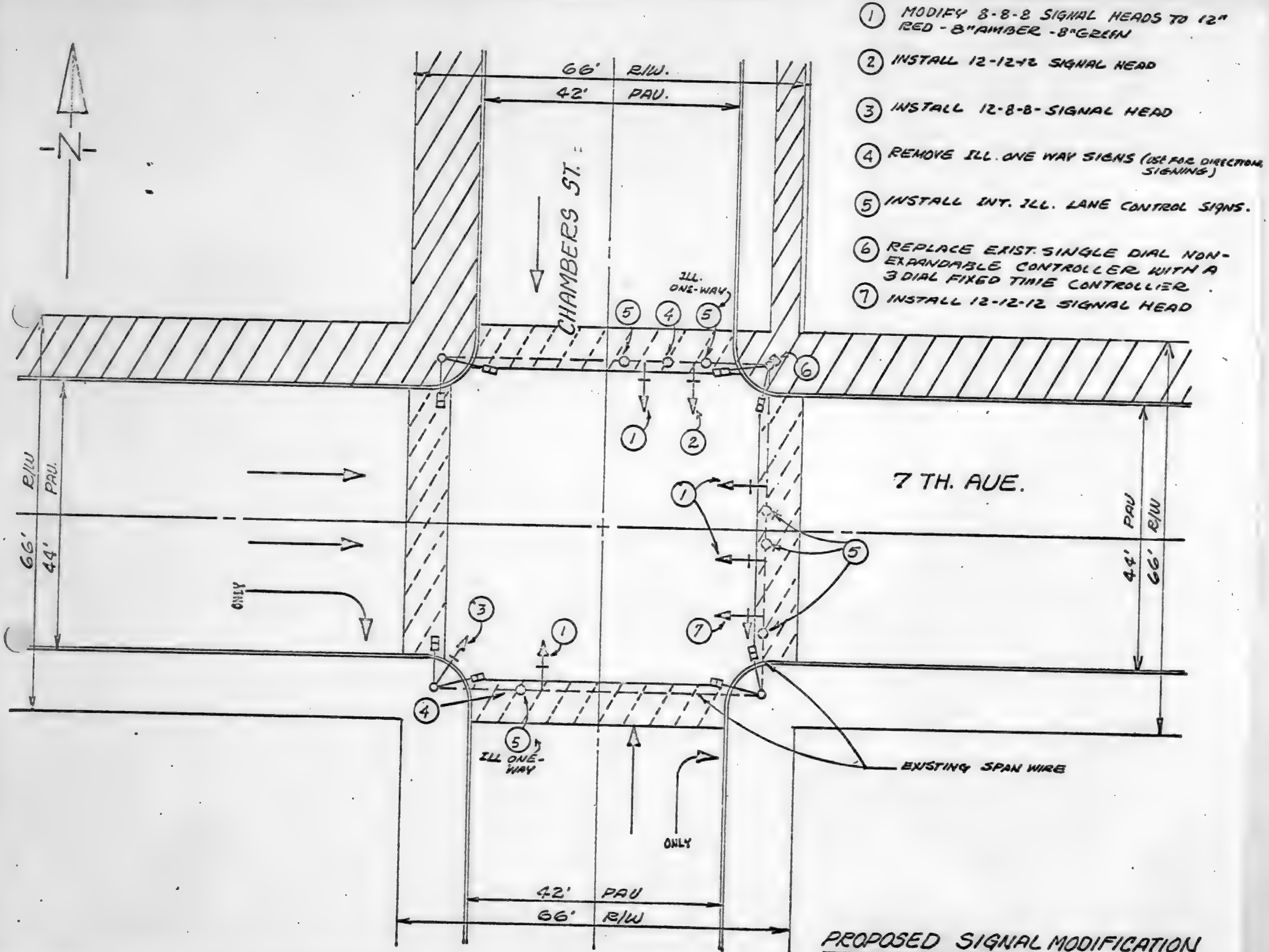
② INSTALL 12-8-8-SIGNAL HEADS

③ INSTALL INT. ILL. LANE DIRECTIONAL SIGNING.

④ REPLACE EXISTING SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER

PROPOSED SIGNAL MODIFICATION
SEVENTH AVE. & GARFIELD ST.

ENCL. 15



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN

② INSTALL 12-12-12 SIGNAL HEAD

③ INSTALL 12-8-8-SIGNAL HEAD

④ REMOVE ILL. ONE WAY SIGNS (USE FOR DIRECTIONAL SIGNING)

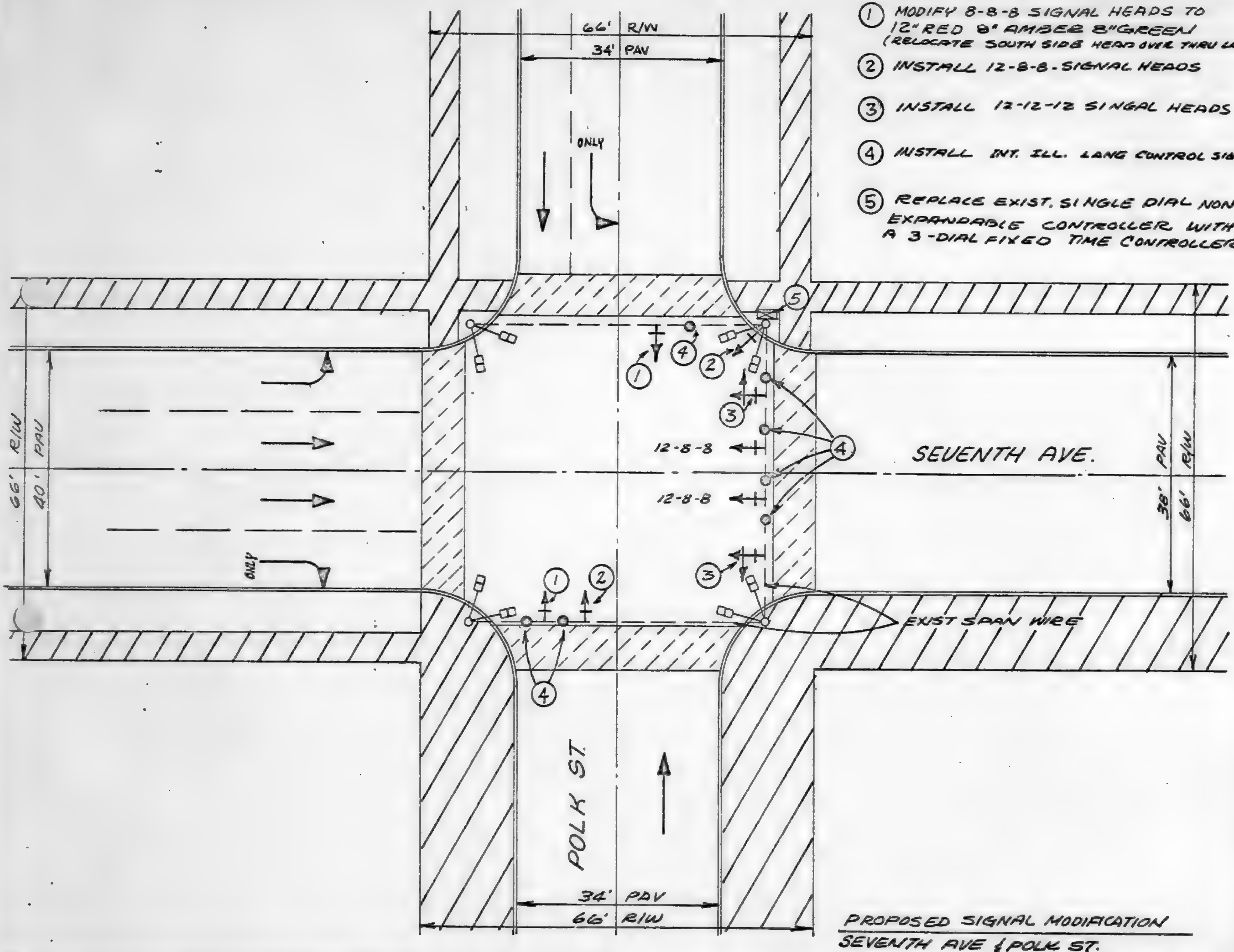
⑤ INSTALL INT. ILL. LANE CONTROL SIGNS.

⑥ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3 DIAL FIXED TIME CONTROLLER.

⑦ INSTALL 12-12-12 SIGNAL HEAD

PROPOSED SIGNAL MODIFICATION
SEVENTH AVE & CHAMBERS

FIG. 15



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8" AMBER 8" GREEN (RELOCATE SOUTH SIDE HEAD OVER THRU LANE)

② INSTALL 12-8-8-SIGNAL HEADS

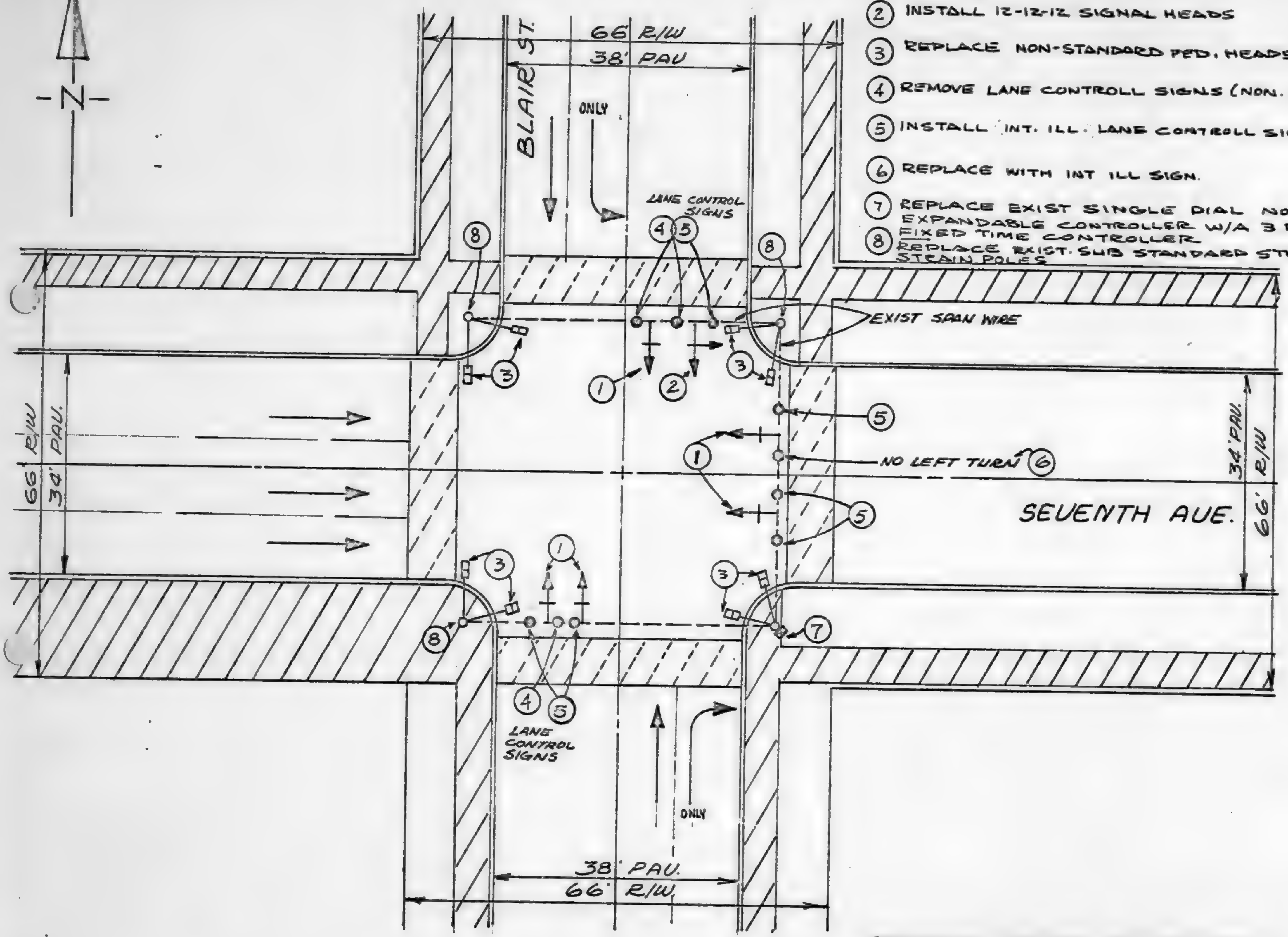
③ INSTALL 12-12-12 SINGAL HEADS

④ INSTALL INT. ILL. LANE CONTROL SIGNING

⑤ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER

PROPOSED SIGNAL MODIFICATION
SEVENTH AVE & POLK ST.

ENCL 17

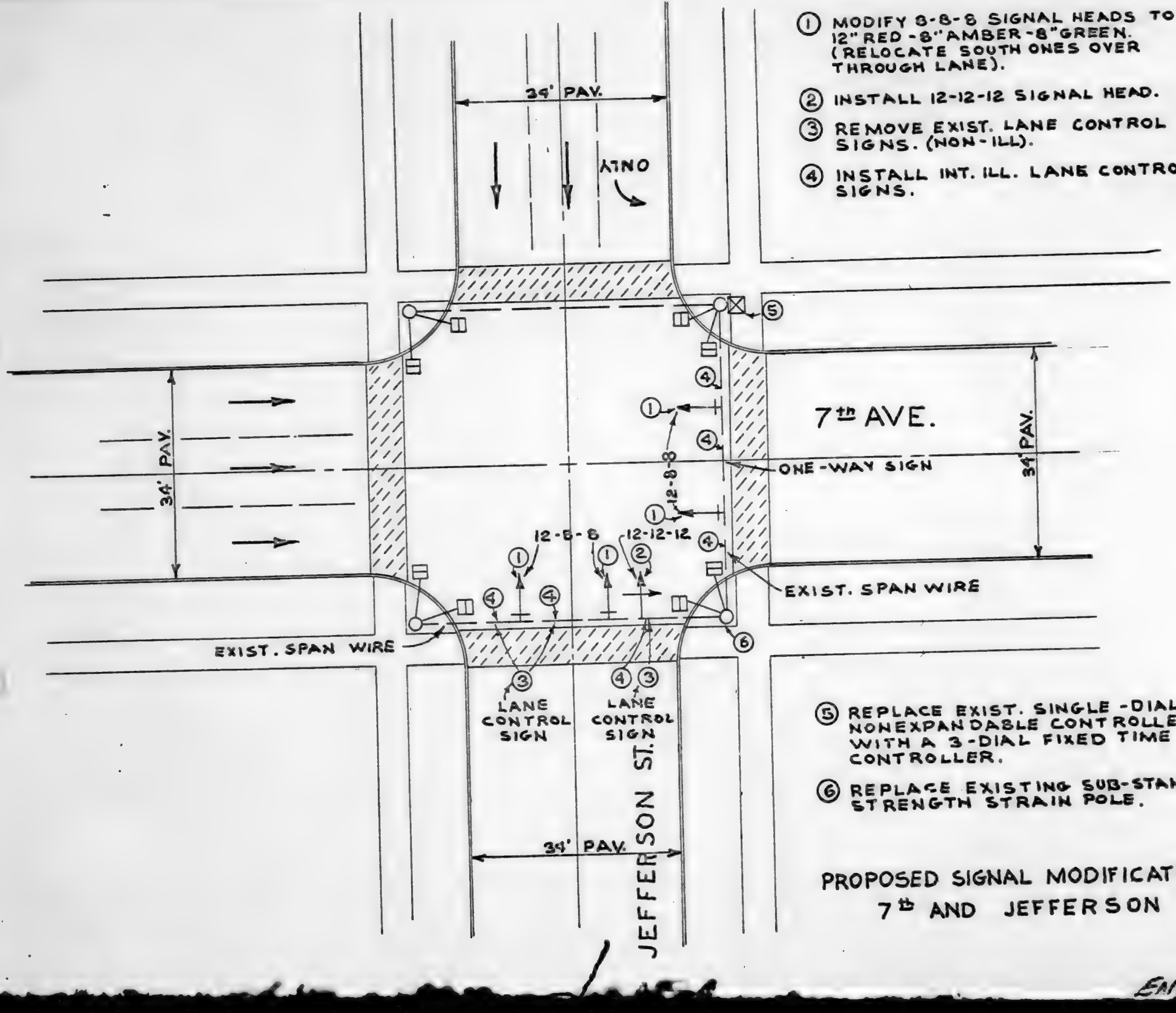


1. ① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED-8"-AMBER & 8" GREEN
2. ② INSTALL 12-12-12 SIGNAL HEADS
3. ③ REPLACE NON-STANDARD PED. HEADS
4. ④ REMOVE LANE CONTROLL SIGNS (NON. ILL.)
5. ⑤ INSTALL INT. ILL. LANE CONTROLL SIGNING.
6. ⑥ REPLACE WITH INT ILL SIGN.
7. ⑦ REPLACE EXIST SINGLE DIAL NON-EXPANDABLE CONTROLLER W/A 3 DIAL FIXED TIME CONTROLLER
8. ⑧ REPLACE EXIST. SUB STANDARD STRENGTH STRAIN POLES

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE. & BLAIR ST.

ENCL 18



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN. (RELOCATE SOUTH ONES OVER THROUGH LANE).

② INSTALL 12-12-12 SIGNAL HEAD.

③ REMOVE EXIST. LANE CONTROL SIGNS. (NON-ILL).

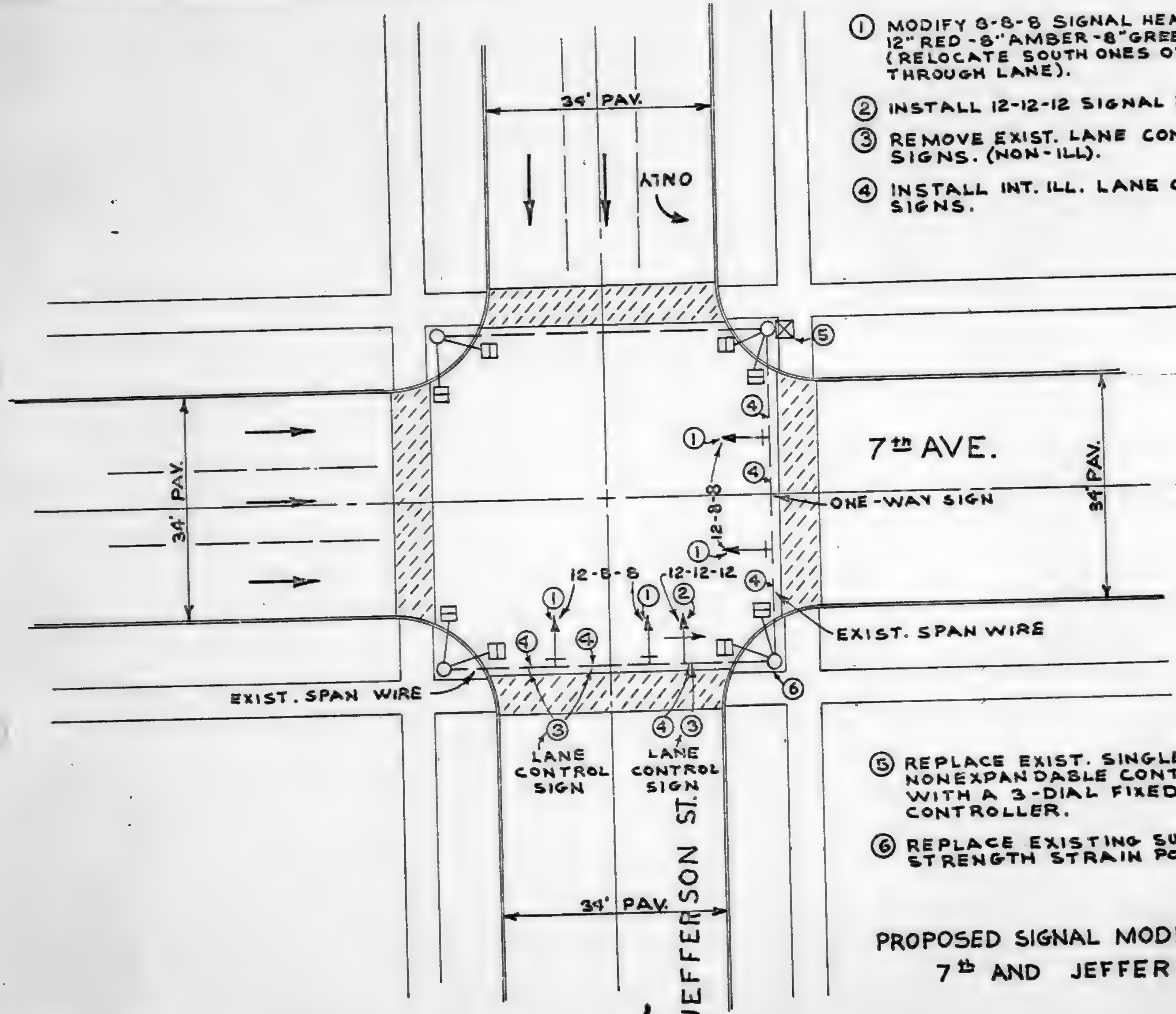
④ INSTALL INT. ILL. LANE CONTROL SIGNS.

⑤ REPLACE EXIST. SINGLE-DIAL NONEXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER.

⑥ REPLACE EXISTING SUB-STANDARD STRENGTH STRAIN POLE.

PROPOSED SIGNAL MODIFICATION
7th AND JEFFERSON

ENCL 19



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN. (RELOCATE SOUTH ONES OVER THROUGH LANE).

② INSTALL 12-12-12 SIGNAL HEAD.

③ REMOVE EXIST. LANE CONTROL SIGNS. (NON-ILL).

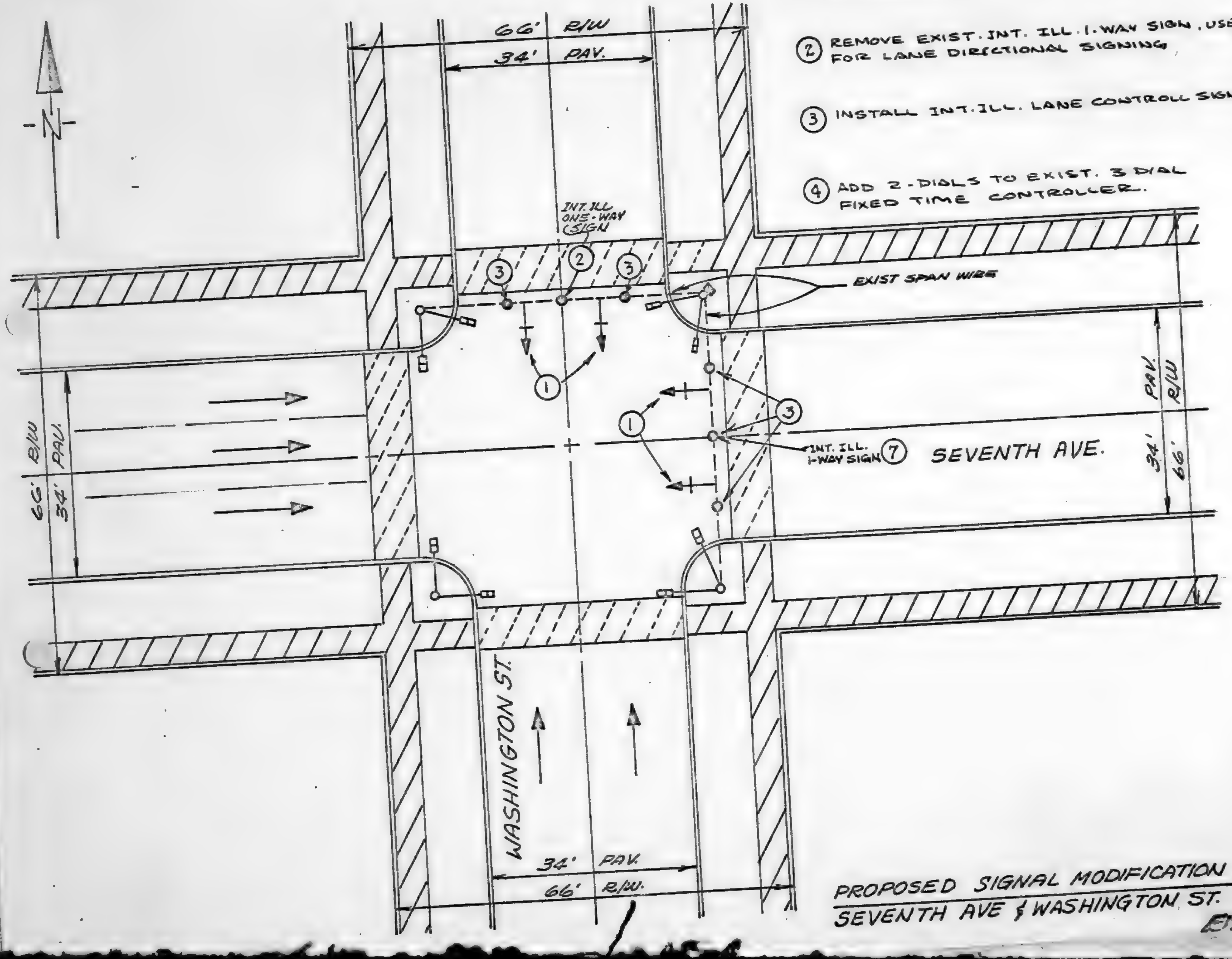
④ INSTALL INT. ILL. LANE CONTROL SIGNS.

⑤ REPLACE EXIST. SINGLE-DIAL NONEXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER.

⑥ REPLACE EXISTING SUB-STANDARD STRENGTH STRAIN POLE.

PROPOSED SIGNAL MODIFICATION
7th AND JEFFERSON

ENCL 19



① MODIFY 8-8-8-SIGNAL HEADS TO 12" RED-8" AMBER-8" GREEN.

② REMOVE EXIST. INT. ILL. 1-WAY SIGN, USE FOR LANE DIRECTIONAL SIGNING

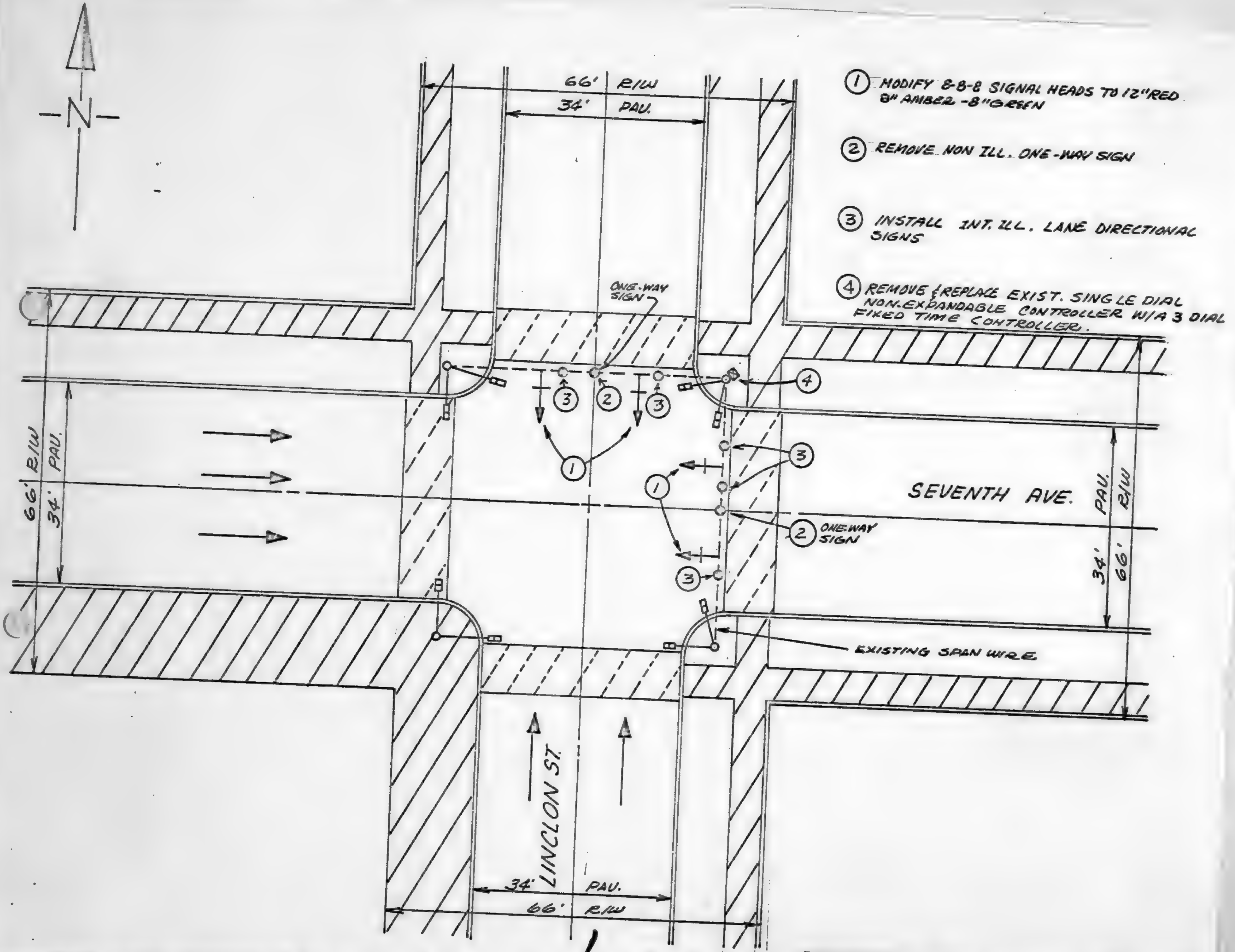
③ INSTALL INT. ILL. LANE CONTROLL SIGNS

④ ADD 2-DIALS TO EXIST. 3 DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE & WASHINGTON ST.

Encl. 20



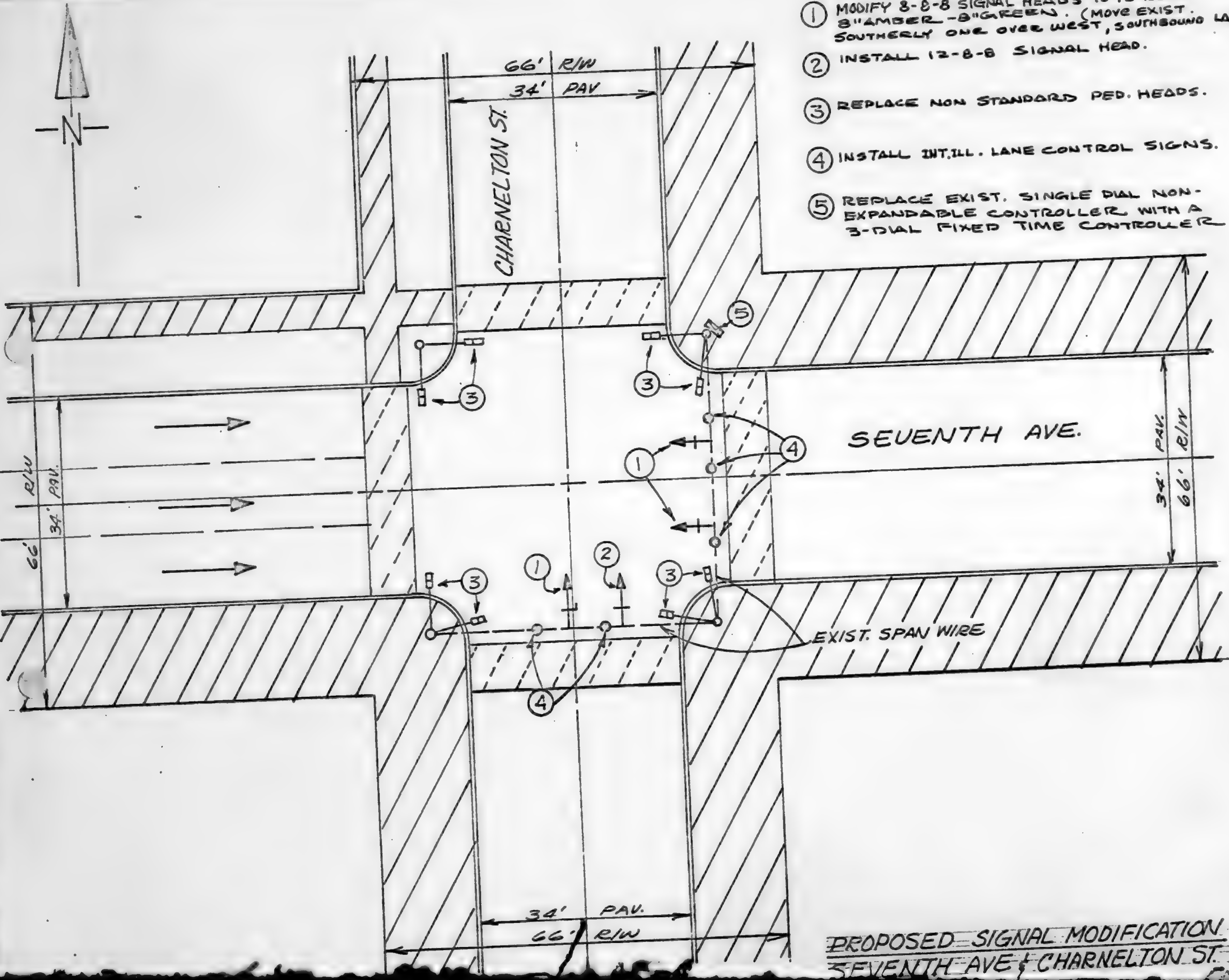
① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8" AMBER - 8" GREEN

② REMOVE NON ILL. ONE-WAY SIGN

③ INSTALL INT. ILL. LANE DIRECTIONAL SIGNS

④ REMOVE & REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER W/A 3 DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION



① MODIFY 8-8-8 SIGNAL HEADS TO 12"RED - 8"AMBER - 8"GREEN. (MOVE EXIST. SOUTHERLY ONE OVER WEST, SOUTHBOUND LANE)

② INSTALL 12-8-8 SIGNAL HEAD.

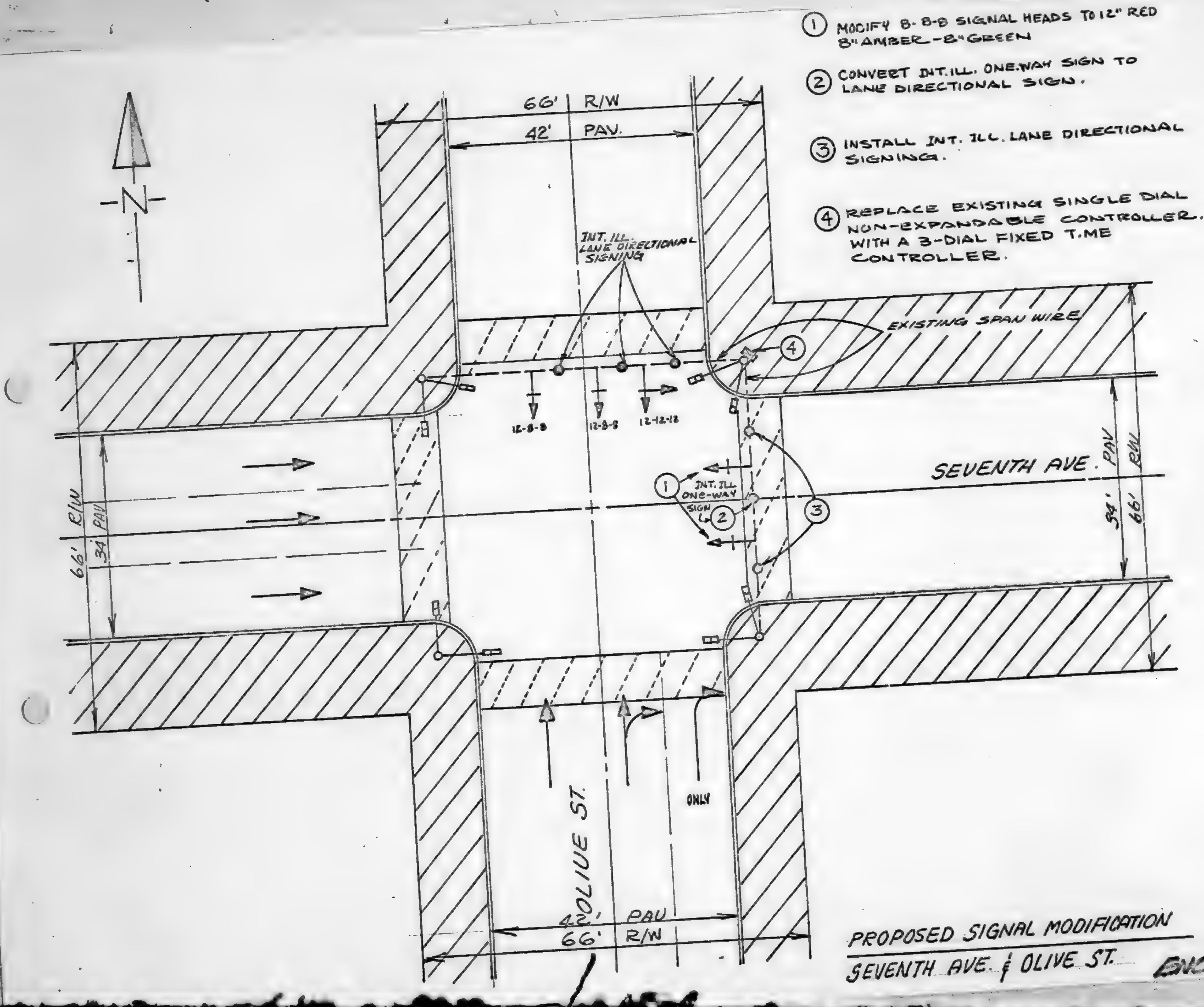
③ REPLACE NON STANDARD PED. HEADS.

④ INSTALL INT.ILL. LANE CONTROL SIGNS.

⑤ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE & CHARNELTON ST.



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED 8" AMBER - 8" GREEN

② CONVERT INT. ILL. ONE-WAY SIGN TO LANE DIRECTIONAL SIGN.

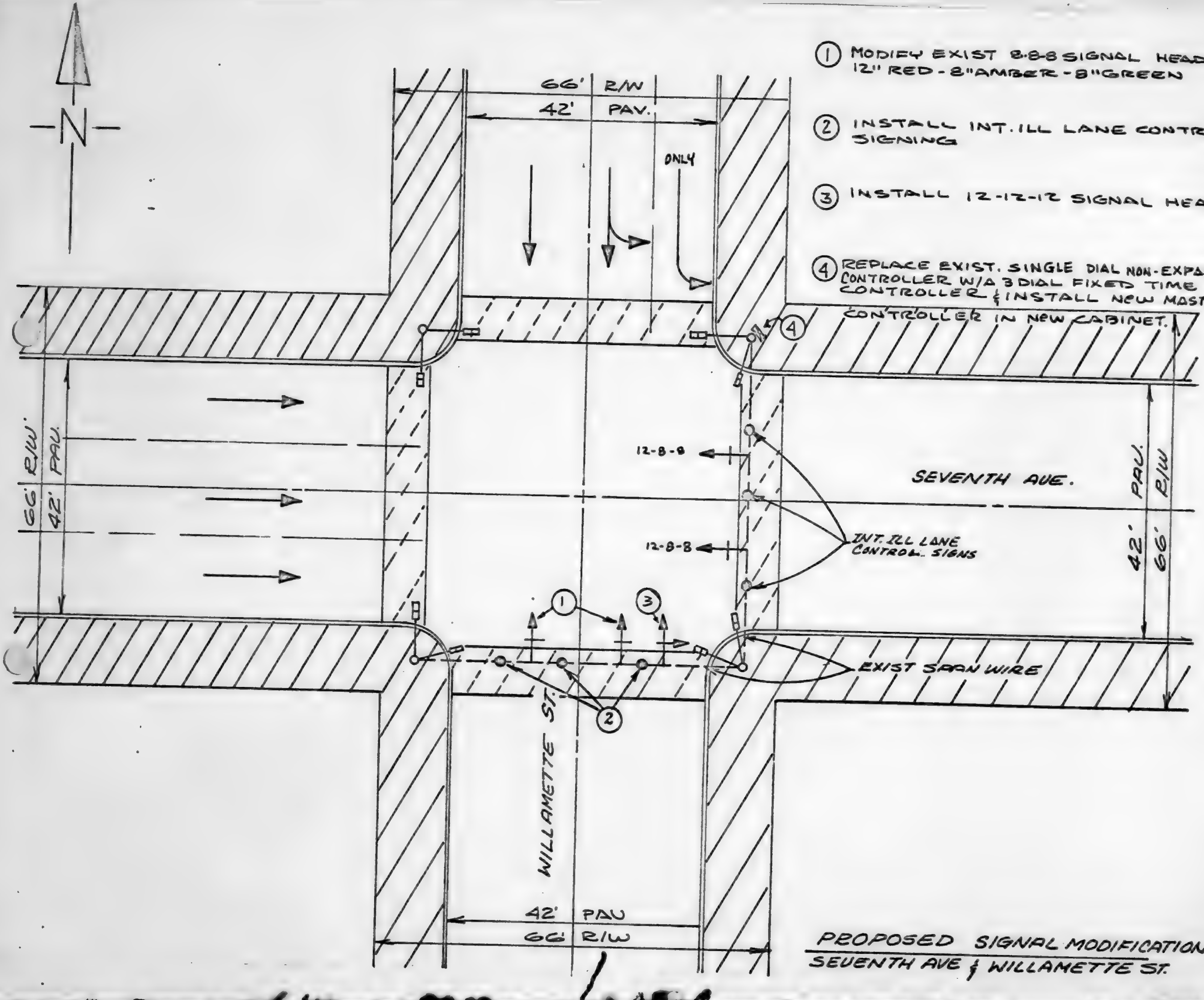
③ INSTALL INT. ILL. LANE DIRECTIONAL SIGNING.

④ REPLACE EXISTING SINGLE DIAL NON-EXPANDABLE CONTROLLER. WITH A 3-DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE. & OLIVE ST.

ENCL. 23



① MODIFY EXIST 8-8-8 SIGNAL HEADS 12" RED - 8" AMBER - 8" GREEN

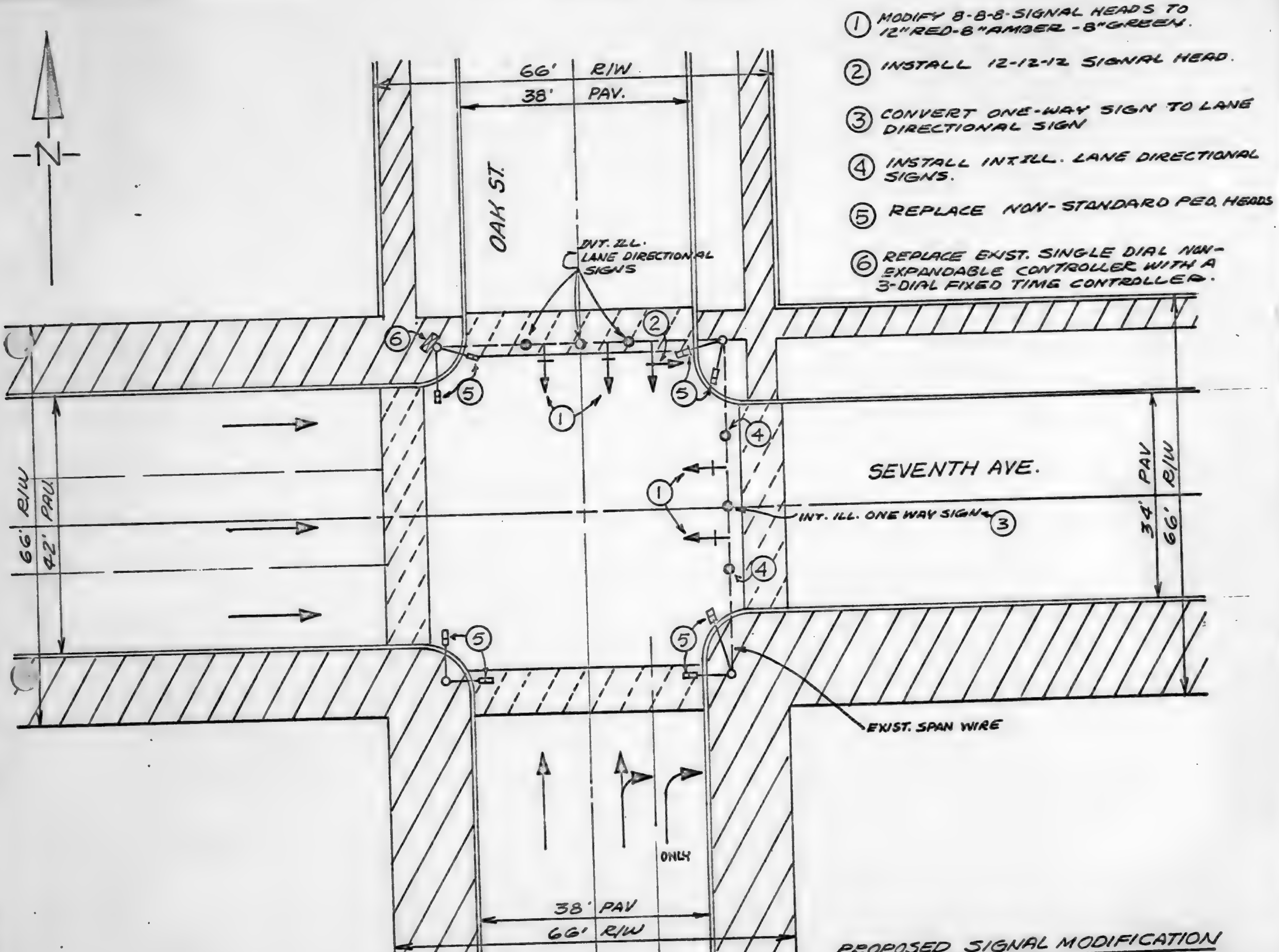
② INSTALL INT. ILL LANE CONTROLL. SIGNING

③ INSTALL 12-12-12 SIGNAL HEAD.

④ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER W/A 3 DIAL FIXED TIME CONTROLLER & INSTALL NEW MASTER CONTROLLER IN NEW CABINET.

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE & WILLAMETTE ST.



① MODIFY 8-8-8-SIGNAL HEADS TO 12" RED-8" AMBER-8" GREEN.

② INSTALL 12-12-12 SIGNAL HEAD.

③ CONVERT ONE-WAY SIGN TO LANE DIRECTIONAL SIGN

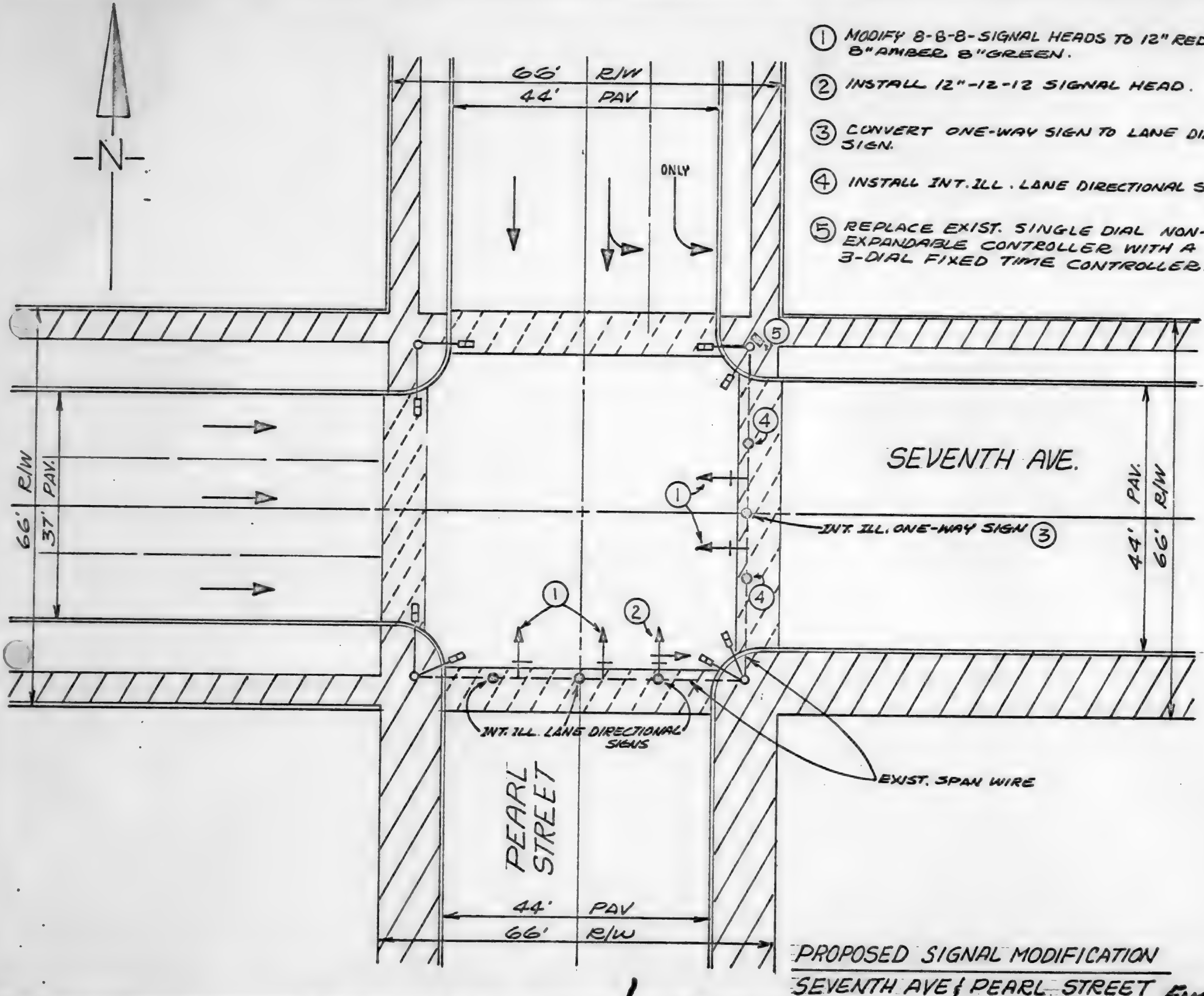
④ INSTALL INT. ILL. LANE DIRECTIONAL SIGNS.

⑤ REPLACE NON-STANDARD PED. HEADS

⑥ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SEVENTH AVE & OAK ST.

ENCL 25



① MODIFY 8-8-8-SIGNAL HEADS TO 12" RED-8" AMBER 8" GREEN.

② INSTALL 12"-12-12 SIGNAL HEAD.

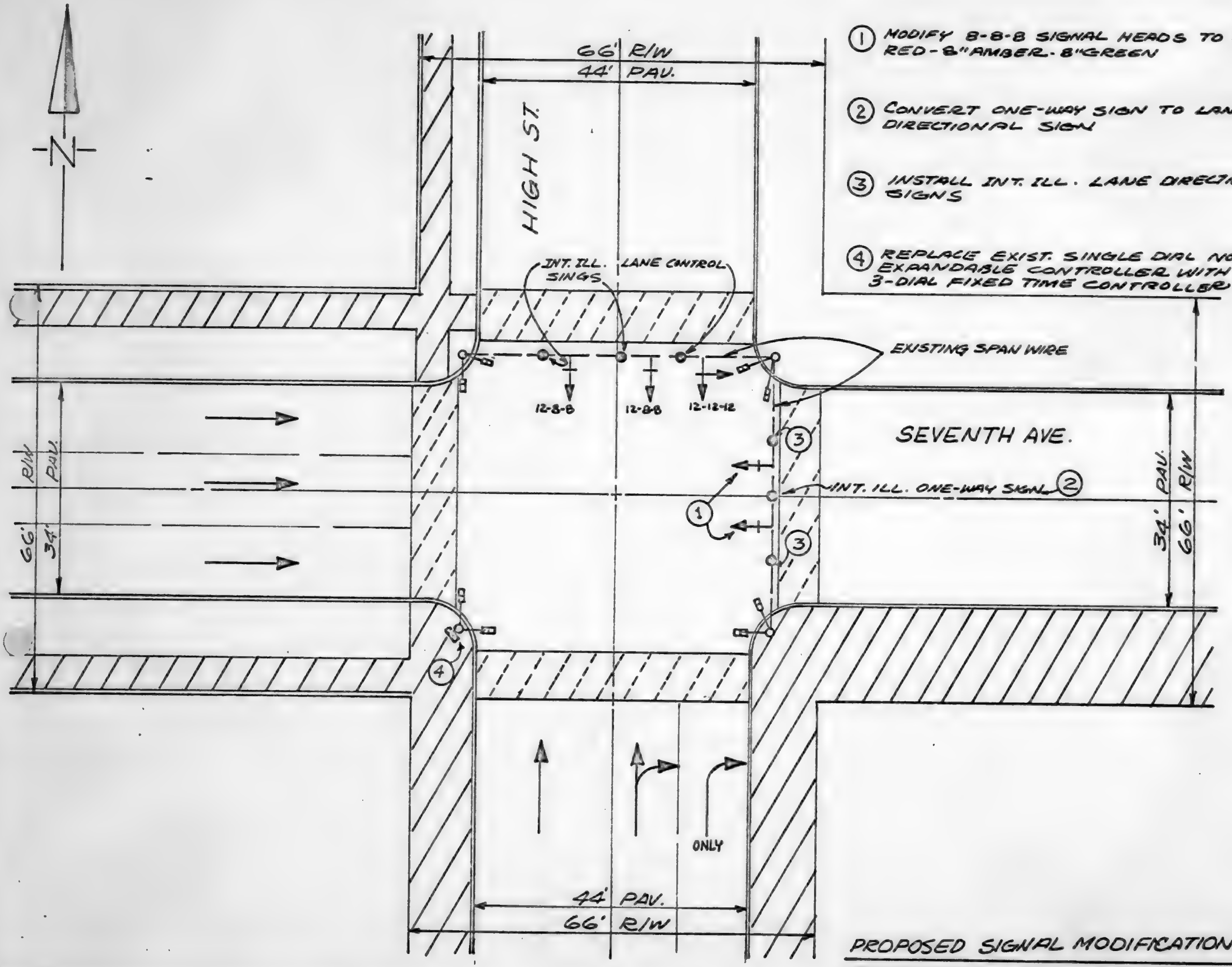
③ CONVERT ONE-WAY SIGN TO LANE DIRECTIONAL SIGN.

④ INSTALL INT. ILL. LANE DIRECTIONAL SIGNS.

⑤ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER.

PROPOSED SIGNAL MODIFICATION
SEVENTH AVE & PEARL STREET

Encl. 26



① MODIFY 8-8-8 SIGNAL HEADS TO 12" RED - 8" AMBER - 8" GREEN

② CONVERT ONE-WAY SIGN TO LANE DIRECTIONAL SIGN

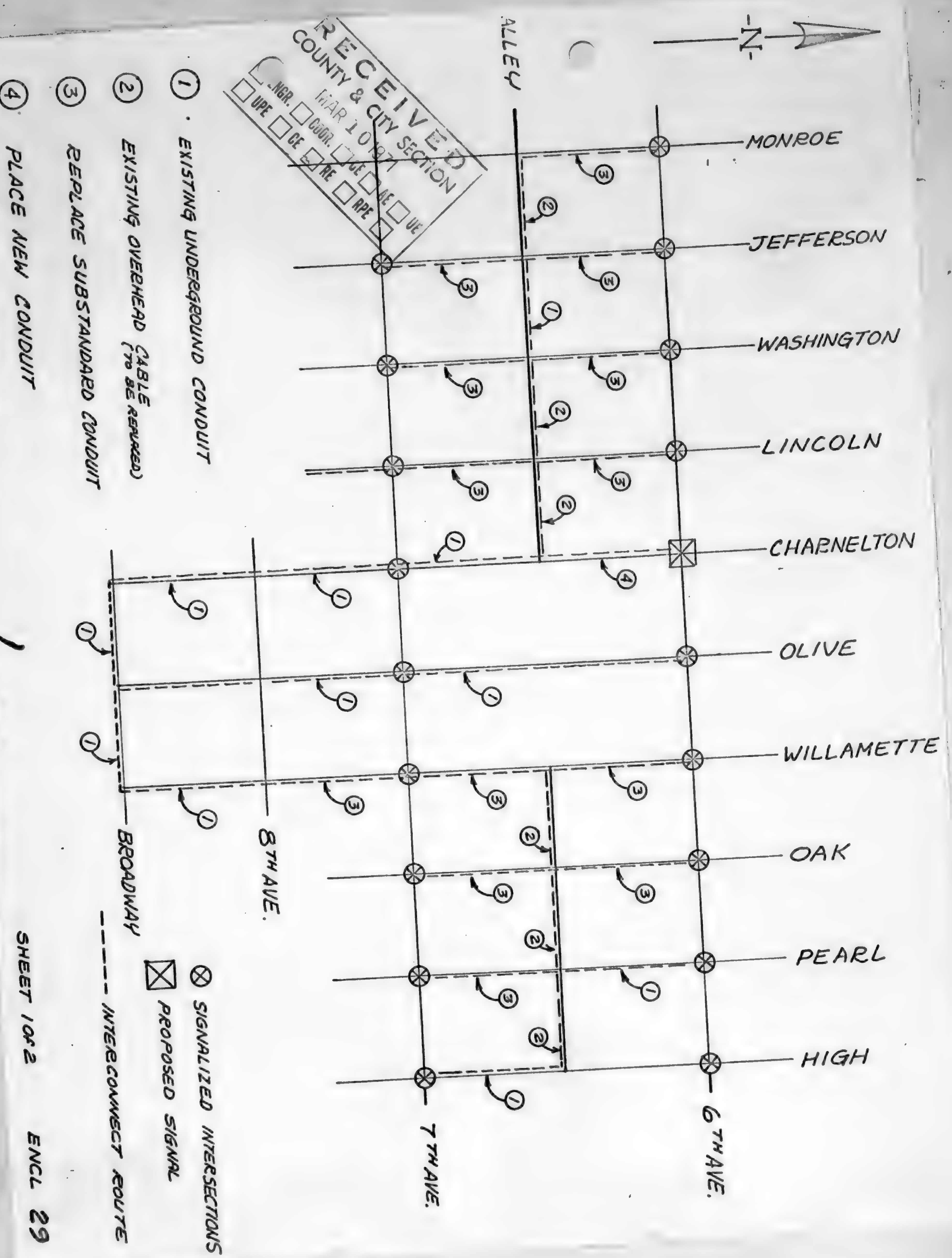
③ INSTALL INT. ILL. LANE DIRECTIONAL SIGNS

④ REPLACE EXIST. SINGLE DIAL NON-EXPANDABLE CONTROLLER WITH A 3-DIAL FIXED TIME CONTROLLER

PROPOSED SIGNAL MODIFICATION

SEVENTH AVE & HIGH ST.

ENCL. 27



RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☒ RE ☐ RPE ☐

SHEET 1 of 2 ENCL 29

CITY OF EUGENE

Traffic Signal Warrant Comparison

LOCATION: Charnelton

6th Avenue

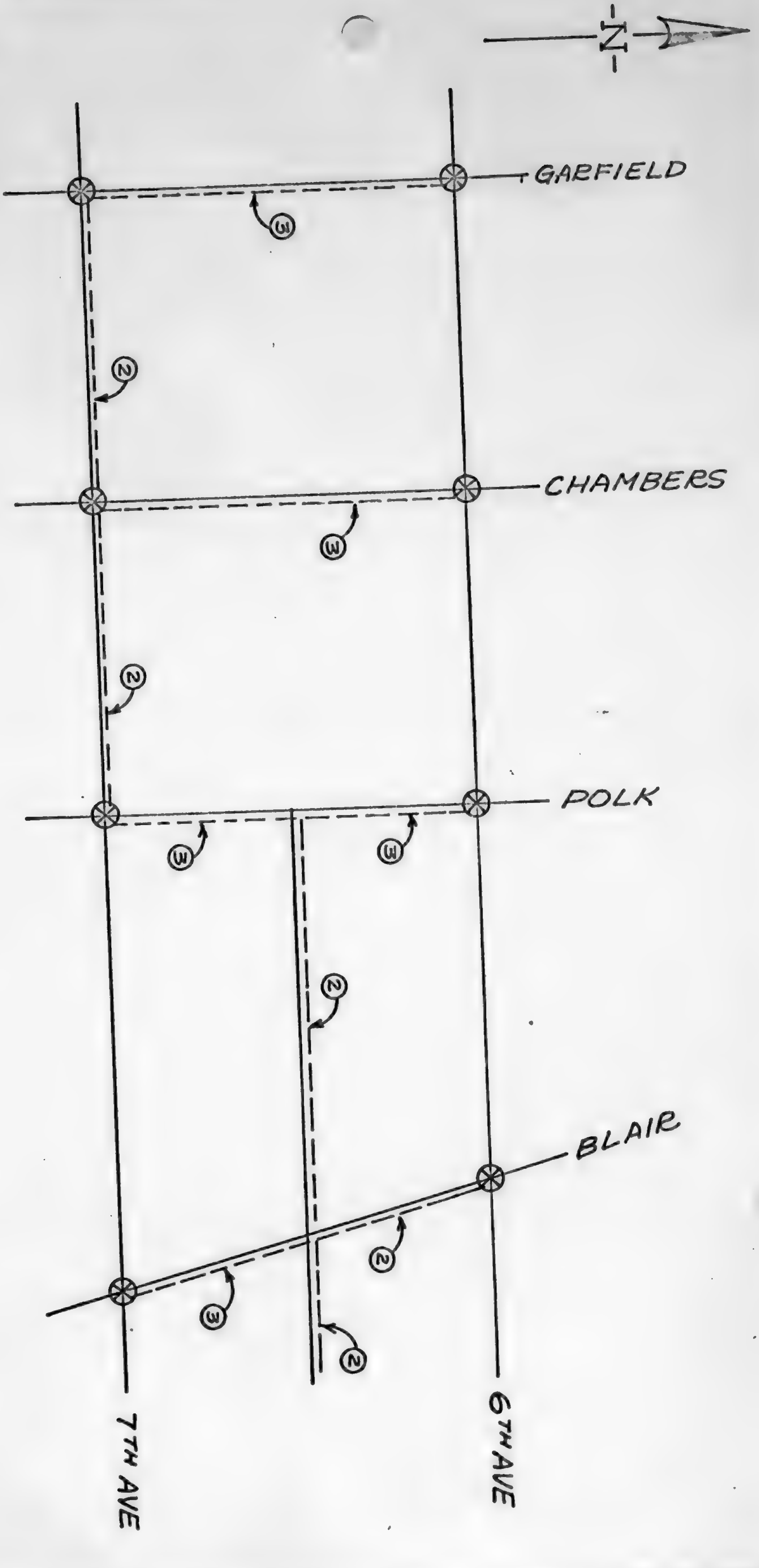
Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	1608	600
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	124	200
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	1608	900
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	124	100
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	xxx	xxx
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	xxx	xxx
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	5	5

REMARKS: Only one injury class A. The damage rating indicates that all vehicles were damaged $100 or more. Highest 8 hours were from 10:00 A.M. to 6:00 P.M.

#28

Encl. 28

RECEIVED
COUNTY & CITY SECTION
MAR 1 0 1971
☐ ENGR. ☐ COOR. ☐ JE ☐ KE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

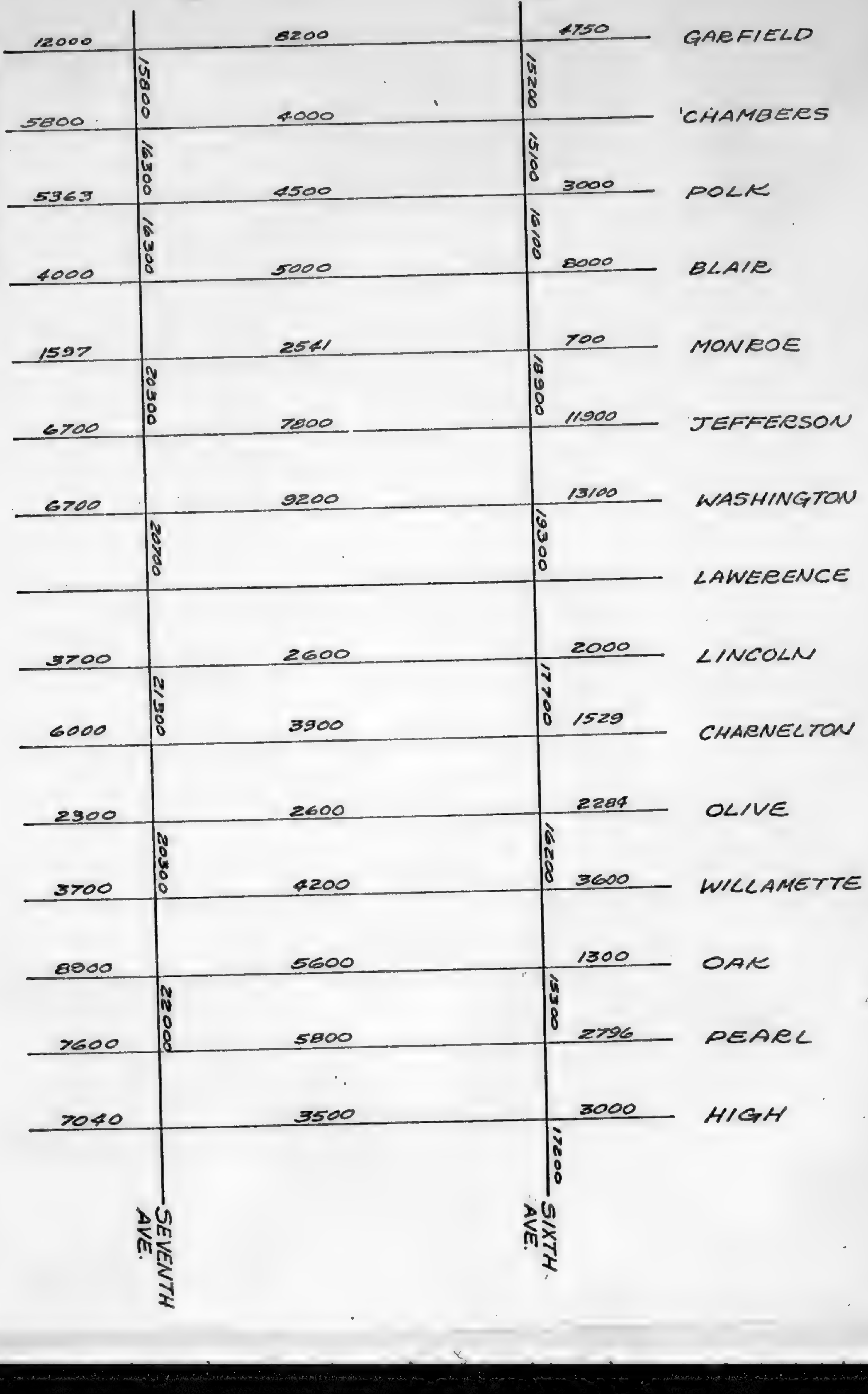


SHEET 2 OF 2

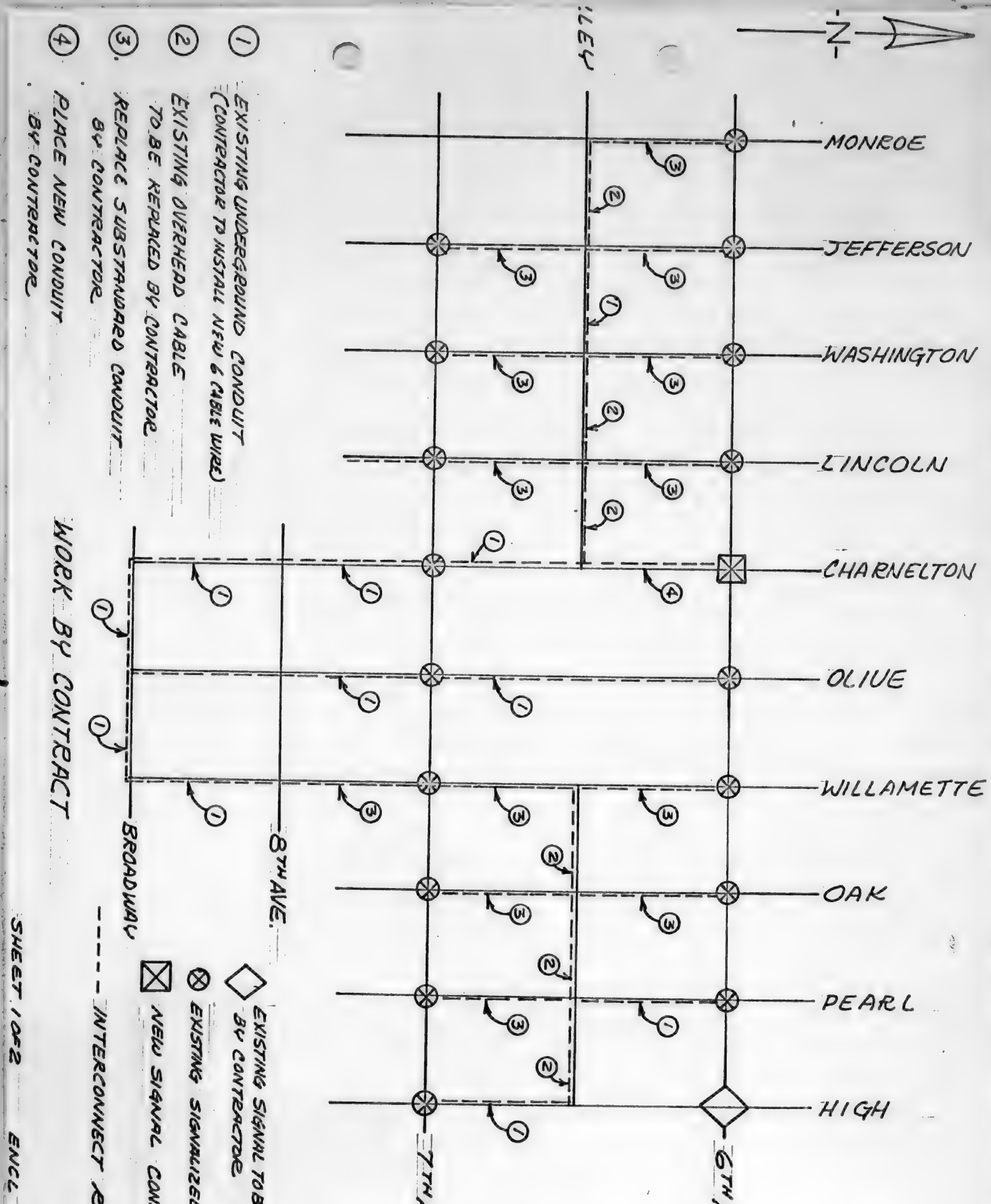
ENCL 29

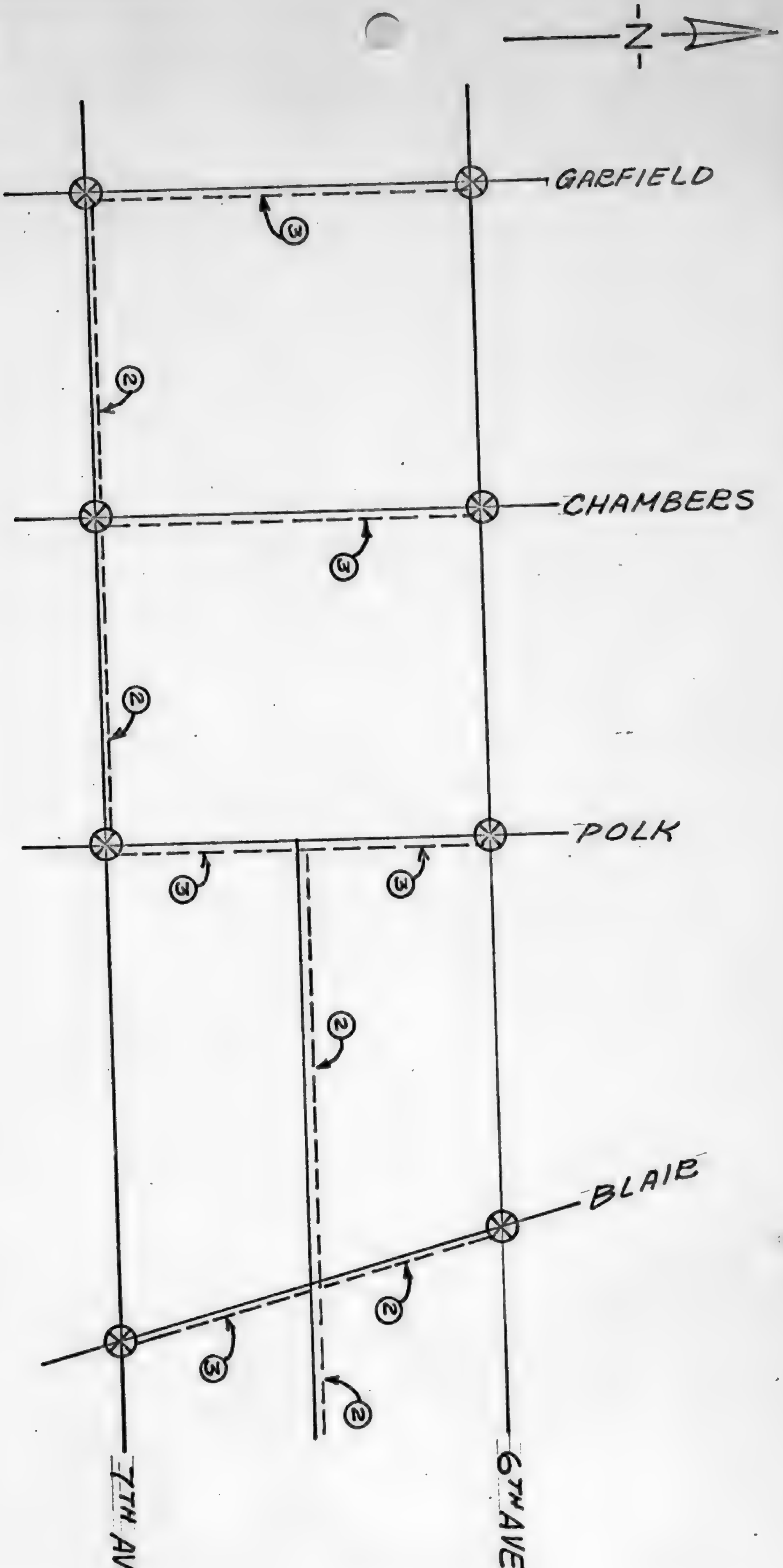
RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

TRAFFIC VOLUMES
SIXTH & SEVENTH AVE

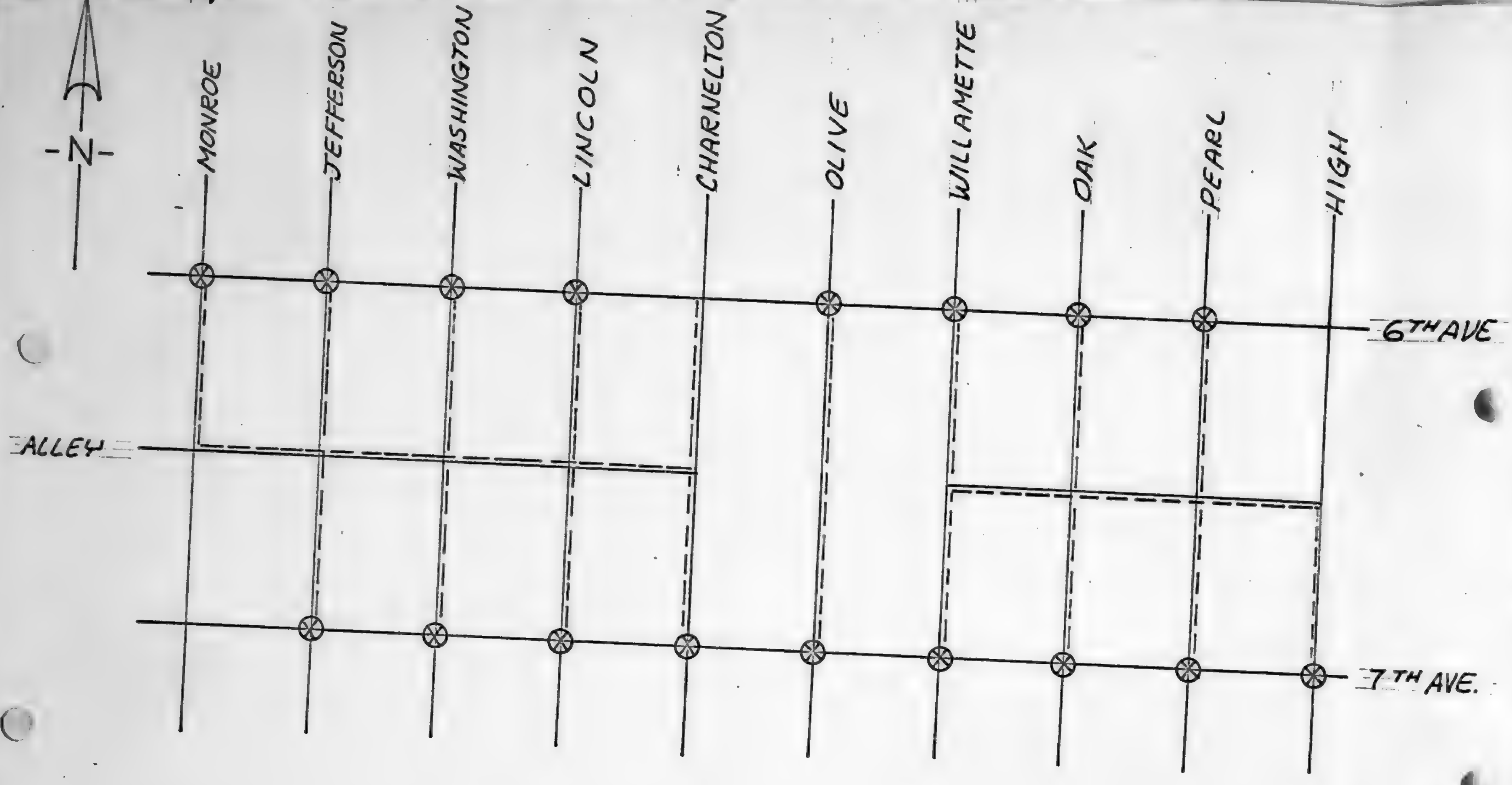


ENCL 30


N
MONROE
JEFFERSON
WASHINGTON
LINCOLN
CHARNELTON
OLIVE
WILLAMETTE
OAK
PEARL
HIGH
6TH AVE
7TH AVE
8TH AVE.
BROADWAY
LEY
① EXISTING UNDERGROUND CONDUIT (CONTRACTOR TO INSTALL NEW 6 CABLE WIRE)
② EXISTING OVERHEAD CABLE TO BE REPLACED BY CONTRACTOR
③ REPLACE SUBSTANDARD CONDUIT BY CONTRACTOR
④ PLACE NEW CONDUIT BY CONTRACTOR
WORK BY CONTRACT
◇ EXISTING SIGNAL TO BE MODIFIE BY CONTRACTOR
⊗ EXISTING SIGNALIZED INTERS
☒ NEW SIGNAL CONSTRUCTIO
---- INTERCONNECT ROUTE
SHEET 1 OF 2
ENCL 31



SHEET 2 OF 2 ENCL. 31

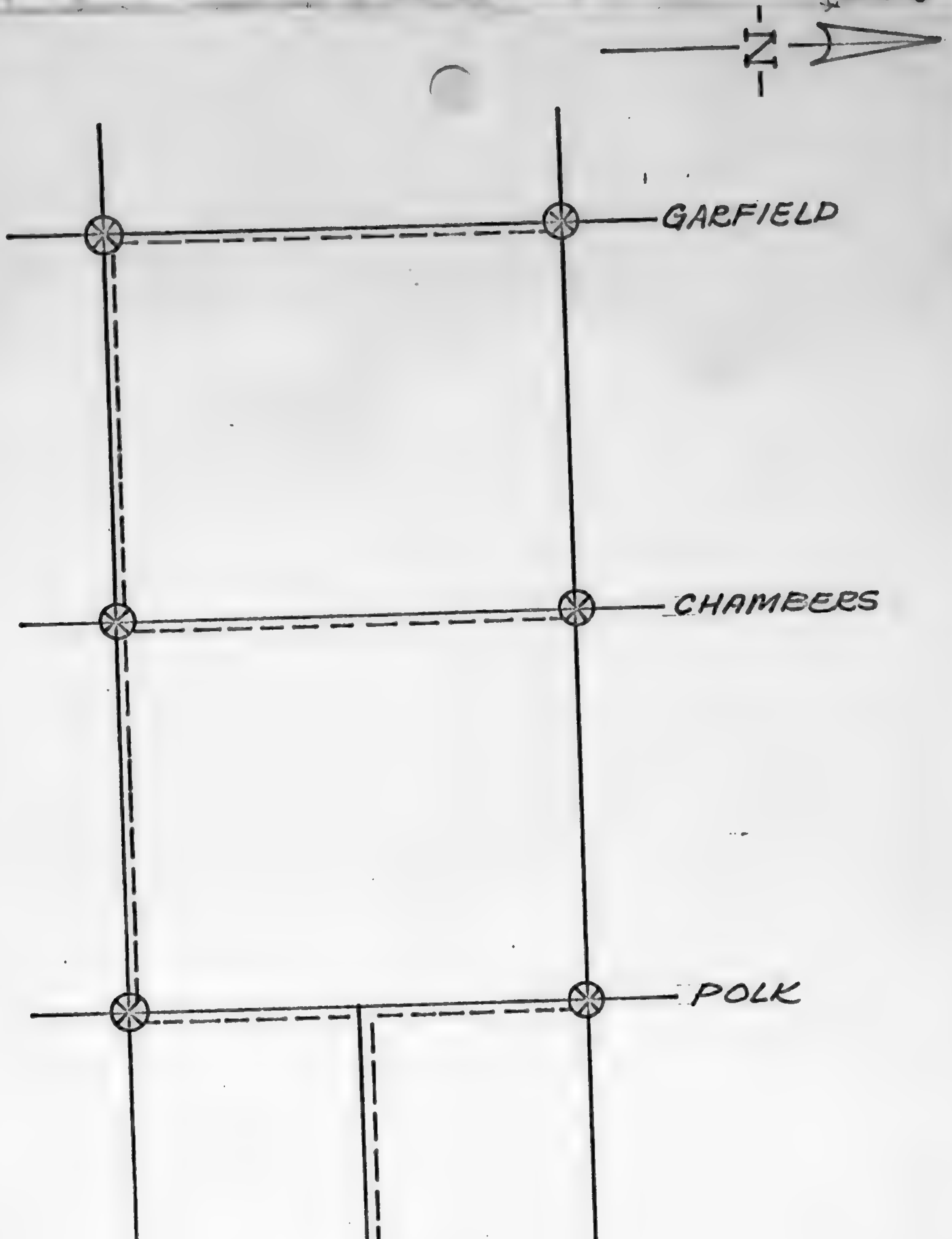


⊗ EXISTING SIGNALIZED INTERS
TO BE MODIFIED BY FORCE

------- INTER CONNECT ROUTE

WORK BY FORCE ACCOUNT

SHEET 1 OF 2 ENCL 32



SHEET 2 OF 2 ENCL. 32.

5

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Re: TOPICS, City of Eugene
Garfield Street-High Street Section
6th-7th Avenue Couplet
Force Account Work

Dear Mr. Simpson:

Attached is data describing a proposed Federal Aid TOPICS project in the City of Eugene which will involve 27 intersections on the existing 6th Avenue-7th Avenue Couplet (FAP 3) between Garfield Street and High Street. This proposed project will basically consist of upgrading and standardization of the existing traffic control facilities, and the signalization of one additional intersection to facilitate the safe and efficient flow of traffic along this traffic corridor. The 1969 ADT on the corridor ranged from 31,000 to 35,000.

The City of Eugene has proposed that the project be accomplished under the TOPICS program by letting a contract for the interconnect work, major traffic signal modification at the intersection of 6th Avenue and High Street, and the installation of a traffic control signal at the intersection of 6th Avenue and Charnelton Street. They propose that the balance of the project, involving minor modification to the existing traffic control signal installations (25) be performed by City forces as they believe that this method would be in the public interest. Included in the attached data are the City of Eugene's reasons for believing this to be true.

Under the City's proposal they estimate that the entire project would cost $103,500, including $54,000 for contract work and $49,500 for City force work. The work by City forces would involve approximately $31,400 in Federal funds.

We have reviewed the City's proposal and concur that the force account method for revisions to the 25 existing traffic control installations will be in the public interest. We also believe that the separation of work between contract and force account methods will be compatible and conducive to the satisfactory accomplishment of improvements to this major urban traffic corridor.

Your concurrence in the proposed method of construction is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for H. S. Cox
County and City Engineer

RU:ljt

Att.

cc: F. B. Klaboe
L. H. Young
F. B. Crandall
F. D. Morgan
C. T. Keasey

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

70 PS

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1971

SUBJECT: Proposed TOPICS Project
Sixth & Seventh Avenues
US99
Eugene

To: H. S. Cox
County-City Engineer

BUILDING

Attention: Dick Unrein

Returned herewith is the City of Eugene's application for a TOPICS Project consisting of the installation of the new traffic signal and the up-grading of the existing signal on Sixth and Seventh Avenues in Eugene.

This appears to be in order and is a worthy project. We would question the City's proposed plan to install lane-control signs at all intersections. Such an installation would result in an interior illuminated sign for each approach lane and would be somewhat unsightly and the benefits from such an installation are doubtful.

This office would not oppose the installation of the lane control signs, but neither would it recommend such.

L. E. George
L. E. George
Operations Engineer

VPJ:pb

RECEIVED
COUNTY & CITY SECTION

SP*52475-734

TOPS

City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

March 9, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid Topics Project on Sixth and Seventh Avenues from High Street to Garfield Street.

This project will consist of existing traffic signal upgrading and reconstruction, new signal construction, replacement of existing interconnect conduit and wiring, and expanding signal controllers to provide greater flexibility.

It is expected that this project will develop greater capacity and safety along the corridor of travel.

There will be no conflict with trees, natural resources, nor any changes in access or noise as a result of this project. Nor will there be any significant alteration of the existing character of the area, no displacement of people or property, no impact on recreation lands, no air or water pollution problems or effect on water table.

There will be a benefit to the local roadway users due to the increased safety factor and increased roadway capacity.

In summary, the project will have no negative effect on environment, people or property, recreation lands, nor existing character of the area.

Very truly yours,

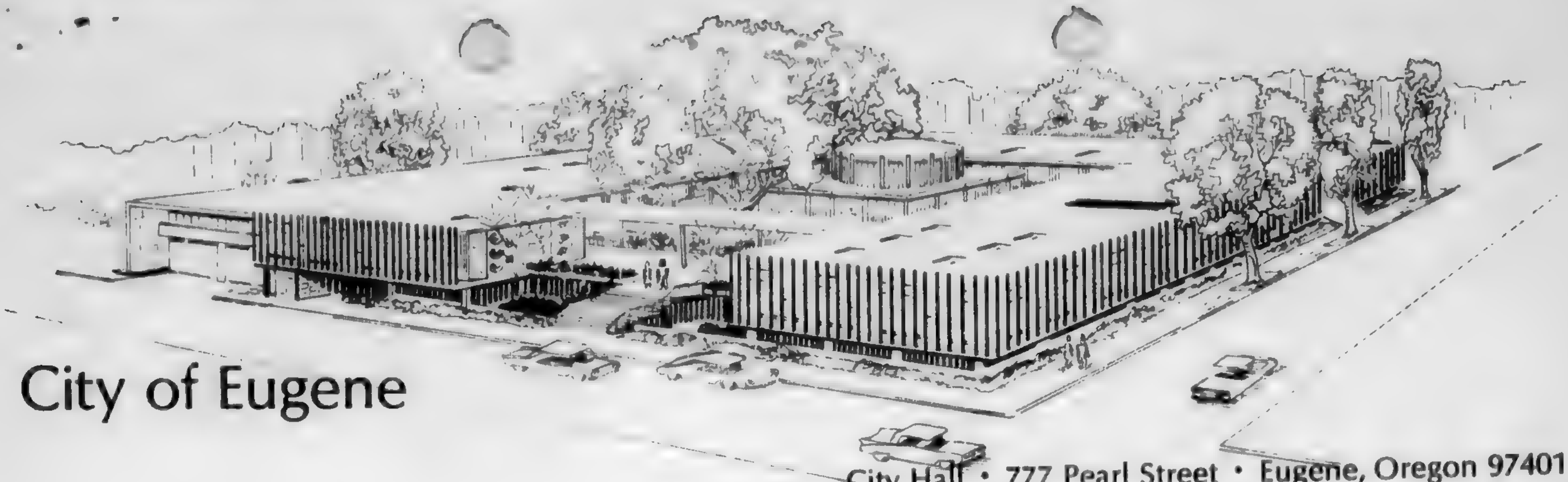
Alva Williams Jr

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CC: S. COUPER
R.N CHASE



City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

March 8, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Fred Klaboe
Assistant State Highway Engineer
Division of Highways
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

We are forwarding for your consideration a new TOPICS project. It involves work on 6th and 7th Avenues from High Street to Garfield Street.

There is documentation attached which asks consideration for approval that certain construction phases be accomplished by force account.

The City Council resolution regarding this project is also enclosed. Your early consideration of this application would be appreciated. Should there be any questions, do not hesitate to contact our traffic engineer.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jh

enclosures

orig w/encs. to
Cox 3-10-71

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☑ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date March 8, 1971

Name of City Eugene
Major Street Name Sixth Avenue and Seventh Avenue
Section Name

Location of Project (Attach sketch map) Length 9200 feet
On Which System? Primary I X Primary II ____ or Secondary ____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: Not submitted yet ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Both streets are on State Highway System

General description of proposed project: Install a new interconnect system to provide peak and off-peak hour preferential inbound and outbound plus off-peak timing. Upgrade each intersection to improve safety by addition of signal heads and lane control signals. Upgrade 6th and High to provide full presence detection to reduce delay, increase capacity and reduce accident rate. Install new signal at Sixth and Charnelton.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: (See location map attached for affected intersections)

2. Type: a. Traffic Control ____
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated X (Sixth & High)
      (b.) Semi-traffic-actuated ____
      (c.) Volume density-actuated ____
      (d.) Pedestrian actuated X (Sixth & High)

   b. Flashing Beacon ____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two X
b. Three X (Sixth & High)
c. Multiple ______

4. Is interconnection for coordination necessary? Yes Remarks: Existing interconnect is single wire only without capability for more than one function.
If so, by cable or leased telephone line? Cable

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire X (Existing & Proposed)
c. Signal Bridge ______

6. Paint Color Desired: Poles - Silver Heads - Black & Green

7. Present Signalization: Span Wire - Fixed Time (Exc. 6th & High)

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not Applicable

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ______

6. Maintained Intensity: ______

7. Uniformity Ratio: ______

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type:
   a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage:
   a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring:
   a. Overhead ______
   b. Underground ______

12. Present Illumination: Basically 20,000 Lumen Mercury Vapor. Not IES Standard in general.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Not Applicable

2. Desired Work: ____

3. Typical Cross Section: ____

4. Curbs? ____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ____
   - b. Exposure ____ inches
   - c. Width between curbs ____ ft.
   - d. Desired curb radius ____ ft.

5. Surfacing: A.C. ____ P.C.C. ____ Oil ____ Other ____

6. Present Typical Cross Section and Surfacing: ____

7. Traffic Control Signing:
   - a. By City at City Expense? No
   - b. By State at City Expense? No

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? ____ None Necessary
   - b. By State at City Expense? ____

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ____ ft.
   - b. Width ____ ft. Not Applicable
   - c. Type ____
   - d. Location: ____

Footnotes:

IV. **STRUCTURE DATA:**

1. Location: Not Applicable

2. Desired Work: __________

3. Name of Structure: __________

4. Name of Stream, Street or Facility being Spanned: __________

5. Desired Roadway Width of Structure: __________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: __________

8. Can street be closed during construction? __________

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type __________
Width __________ ft.
d. Shoulders: Type __________
Width __________ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ____________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ____________________
    c. Storm Sewer: ______ Size: __________
       Owner: ____________________
    d. Gas Mains: ______ Size: __________
       Owner: ____________________
    e. Power Lines: ______
       Owner: ____________________
    f. Telephone Lines: ______
       Owner: ____________________
    g. Other Utilities: ____________________
    ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ____________________
____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ____________________
____

17. Describe Existing Structure: ____________________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 66 ft.
   a. Maximum: 100 ft.
   b. Minimum: 66 ft.

2. Will additional right-of-way be needed? No Explain: ____

3. Shall State prepare right-of-way descriptions? ____

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____

8. Are utilities on existing right-of-way by? Permit ____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
   From ____ To ____ Location: ____

10. Are there any railroad crossings? No Location: ____

Footnotes:

T-1-69
(rev. 12-70)

a. Name of Railroad ________
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.
d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph
e. Angle of Intersection: ________
f. Type of Existing Crossing: (1.) Grade ________
(2.) Overcrossing ________
(3.) Undercrossing ________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ________
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 254,000 (70 & 71 Funds)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 103,500
3. Date Match Money is Available: Immediate
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ________

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: We are about 50% through an urban area traffic safety study. One output of this will be an urban area Topics plan. This plan is expected prior to July 1, 1971.

2. Existing Conditions Necessitating This Proposed TOPICS Project:

See Report Attached

3. This Project Would Accomplish the Following:

See Report Attached

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 25th day of January, 19 71, adopted Resolution No. 1889 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By H B McK
Hugh McKinley, City Manager
By ________________________

T-1-69
(rev. 12-70)

RECE
COUNTY & CITY SE
MAR 1 0 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RESOLUTION NO. 1889

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and installation is needed on Sixth Avenue and Seventh Avenue from High Street to Garfield Street in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid in the design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, as follows:

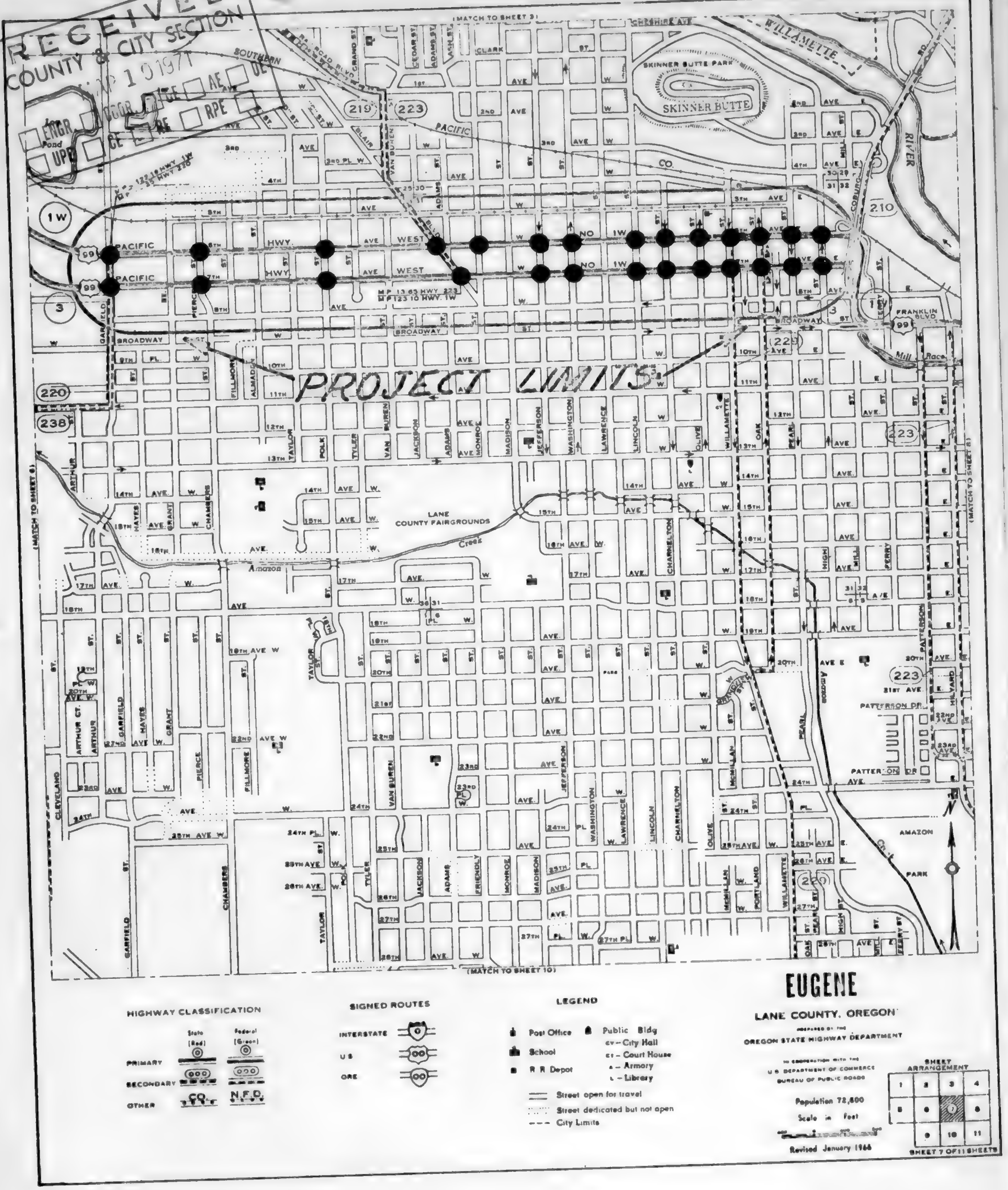
Section 1. The City of Eugene does hereby make application to the Oregon State Highway Department and Bureau of Public Roads for participation in new signal and signal modifications on Sixth Avenue and Seventh Avenue from High Street to Garfield Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 25th day of January, 1971.

/s/ S. P. Flogstad
City Recorder

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR ☐ COOR ☐ CE ☐ AE ☐ UE
☐ UPP ☐ CE ☐ RE ☐ RPE



ENCL A

7853 Jessie M. Honeyman State Park 1972
south of Florence
(Toilet Building)

7853

1859

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

April 2, 1974

Fidelity & Deposit Company
of Maryland
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

On March 25, 1974, we wrote to you concerning release of final payment on Contract No. 7853 awarded to Martin D. Andruss for work at Jessie M. Honeyman State Park in Lane County.

Final payment on this contract is $5,165.16 and the total contract amount is $42,960.88. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Fidelity & Deposit Company
of Maryland
Baltimore, Maryland

Martin D. Andruss
1965 Cedar Ave.
Reedsport, OR 97467

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
A. Shirley

7853

March 22, 1974

Mr. Martin D. Andruss
1965 Cedar Avenue
Reedsport, OR 97367

Dear Mr. Andruss:

We have reviewed your second request for extension of time on Contract No. 7853 for work on Honeyman State Park building, in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 83 days is granted, which will leave 37 days liquidated damages in effect. It seems appropriate to assess some liquidated damages after reviewing the record of performance and the fact that the new facility was not available to the public during the 1973 summer as originally intended. The extension consists of all the time charged after Labor Day (September 3) plus an additional nine days as requested in the first three items in your December 10 letter.

The above is arrived at as an administrative judgment of the late completion with respect to the over-all work performed.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Vern Skoog
C. O. Fredrickson

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7853 Contractor Martin D. Andruss

Highway

Section Jessie M. Honeyman State Park

Kind of Work Toilet Building

It is recommended that ~~such~~ extension be granted ~~as requested~~ under the following terms and conditions:

83 days which makes a new completion date of October 10, 1973.

Recommended for Approval:

J. K. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~
Adm.

Acting Ass't State Highway Engineer

Contract No. 7853
Project designation State
State—Federal
Date awarded 12-5-72
Work started 1-3-73
Per cent completed 100%
Date
Specified completion date 5-31-73
Previously extended to 7-19-73
Extension requested to

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 29, 1973

Gentlemen:

We, the undersigned, respectfully request an extension of 119 days time, from 7-19-1973, to 11-16, 1973, within which to complete our Contract No. 7853, described as follows:

A Toilet building in Jessie M. Honeyman
State Park in Lane County

The above request is based upon the following reasons:

See Attached.

Respectfully submitted,

Martin Andrus
Contractor

By ....

CONSENT OF SURETY

Date November 29, 1973

We, Fidelity and Deposit Company of Maryland, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

BY: Vance McKenney
Vance McKenney
Attorney-in-fact

(SEAL)

Vance McKenney
Vance McKenney
Resident Agent

State Printing 97813

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 21, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Honeyman State Park, Building
Contract No. 7853
Request for Time Extension

In accordance with our discussion yesterday, I have prepared a new response to this second request for extension. I found that 11 of the days recommended by Ash were days after Labor Day anyway, so this makes a little less extension than we discussed, but I have added 2 days back to the field recommendation by just concurring with the first three items of the contractor's request.

The original objective of our completion requirement was to secure a facility for use during the 1973 summer tourist season. The first extended time expired July 19, 1973 which is about mid-way in the season. The additional 9 days specifically covered in the first three items would extend the July 19 date to July 28, or still well within the summer season which we would consider to run through Labor Day weekend, or September 3, 1973. On the basis that the new facilities were not available for this interval, it would be reasonable to assess liquidated damages for the remaining 37 days of non-usage from July 28 through September 3. This would represent $1,850 in liquidated damages to be assessed and would result in extension of 83 days, or $4,150 in liquidated damages to be returned. I believe this would be very fair to the contractor. A letter to Mr. Andruss on this basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

NOTED
H.S. COULTER

RECEIVED
MAR 22 1974
Office of
Assistant State Highway Engineer

K

7853

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE March 8, 1974

TO C. T. Keasey, Construction Engineer, SALEM

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Honeyman State Park Toilet Bldg.
Contract No. 7853

On February 20, 1974, Eugene Ash and I met with Martin Andruss, contractor on the subject project, in H. S. Coulter's office to discuss Andruss' attached time extension request. This was the result of a direct contact with Salem by Andruss who is looking for some kind of relief from liquidated damages.

This meeting was very unrewarding in that it was difficult to communicate with Mr. Andruss. Eventually we arrived at the conclusion that only 18 additional days could be at all justified and if relief was to be given for any more of the time overrun, we would have to do it on the basis of something other than specification reasons.

The contract was substantially complete and time charges stopped on November 16, 1973. Because of a previous 49 day extension grant, the specified completion date was pushed forward from May 31, 1973 to July 19, 1973. This means the current overrun of time is 120 days.

For the reasons stated in Resident Engineer Ash's attached letter of analysis, we can justify granting 18 additional days under the terms of the contract. I can some up with no valid reasons under the contract to cover the remaining 102 days.

As we have discussed previously, Andruss is a small contractor who has done mostly local work and never anything for an owner with specifications and inspection that we have. I feel he was in over his head on the work

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

and badly underbid the job. It can be demonstrated that the contractor lost considerable money on the project and on at least one occasion, we were concerned he might not finish the job. He did finish, however, and we eventually ended up with a reasonable finished product.

Because I feel there is no point in pushing the contractor into a very poor financial position by imposing the substantial liquidated damages that have accrued, I recommend we show as much mercy as possible. I suggest we assess a nominal penalty, arbitrarily 7 days, and grant him the remaining 95 days. This would appear to be the best way out of a very poor situation.

JXW/cw
Attach.

cc H. S. Coulter ✓
Eugene Ash

7853

5

Salem, Oregon

March 6, 1974

C. T. Keasey
Construction Engineer

Vince Gallagher
Contract Payments

Request Contract Acceptance

Contract 7853 , Work Completed November 16, 1973

Project Jessie M. Honeyman State Park

Highway - -

County Lane

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable:

Construction Engineer

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

VG:js

7853

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

February 28, 1974

Mr. James C. Farrell
Washburn, Farrell & Spence,
Attorneys
Post Office Box 96
Roseburg, Oregon 97470

Dear Mr. Farrell:

Honeyman State Park
Toilet Building
Contract No. 7853
Martin Andruss, Contractor

In response to your request, Mr. Klaboe asked me to send you a copy of the attached letter regarding Mr. Andruss' request for additional time on this contract.

The request is currently being analyzed and processed through our Region office in Roseburg. I have asked our Regional Engineer, Mr. Alfred Shirley, Jr., to expedite it as much as possible.

← Bud—
Please do—
CTK

As soon as we have the information from the Region, we will complete the processing and advise Mr. Andruss of the decision.

Very truly yours,

C T Keasey
C. T. Keasey
Construction Engineer

CTK:ia

Att.

bc F. B. Klaboe
H. S. Coulter
Alfred Shirley, Jr.
John Bond

E-123

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 14, 1974

Routing
2 Bond
3 Jackmond
4 Hardt
Johnsen
Walker
5 Scofield
Glenn
Burg

RECEIVED
JAN 15 1974
CONSTRUCTION SECTION

To: MEMO TO THE FILE

SUBJECT: Honeyman State Park
Toilet Building
Contract No. 7853

I met with Gene Ash and Martin Andruss on January 10, 1974 in the Council Chambers of the Reedsport City Hall to discuss Andruss' claim for additional time on the subject project. Approximately two hours were spent going over Andruss' request and Ash's analysis and hopefully, many things were resolved.

Andruss agreed to sign a Price Agreement deleting repair of A.C. patching work and sidewalk repair, reimbursement for an added bond beam called for by the Lane County Building Inspector and compensation for increased size of outside doors. This should result in an approximate credit to the State of $300.00.

We further reached the conclusion that 18 additional days is the most that can be justified under the terms of the contract. Any additional days granted would have to be "out of the goodness of the State's heart."

We will meet with H. S. Coulter in his office on 1-18-74 to discuss this matter further.

Martin S. Harris

For: J. X. WILSON
Regional Construction Engineer

JXW/cw

cc H. S. Coulter
C. T. Keasey
E. H. Ash

7853

5

FORM E-30 (REV. 10-69)

NOT
H.S. COUL

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 14, 1974

To: MEMO TO THE FILE

SUBJECT: Honeyman State Park
Toilet Building
Contract No. 7853

I met with Gene Ash and Martin Andruss on January 10, 1974 in the Council Chambers of the Reedsport City Hall to discuss Andruss' claim for additional time on the subject project. Approximately two hours were spent going over Andruss' request and Ash's analysis and hopefully, many things were resolved.

Andruss agreed to sign a Price Agreement deleting repair of A.C. patching work and sidewalk repair, reimbursement for an added bond beam called for by the Lane County Building Inspector and compensation for increased size of outside doors. This should result in an approximate credit to the State of $300.00.

We further reached the conclusion that 18 additional days is the most that can be justified under the terms of the contract. Any additional days granted would have to be "out of the goodness of the State's heart."

We will meet with H. S. Coulter in his office on 1-18-74 to discuss this matter further.

Martin S. Harris

For: J. X. WILSON
Regional Construction Engineer

JXW/cw

cc H. S. Coulter
C. T. Keasey
E. H. Ash

John H.

FORM E-30 50M 10-63

NOTED
J. HOLLINGSWORTH

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1973

SUBJECT: Honeyman Toilet Building
Contract #7853

To: Eugene Ash
Resident Engineer
PO Box 716
Coquille, Oregon 97423

Warren Gaskill, Assistant
State Parks Superintendent

We recommend acceptance of the toilet building constructed by Martin D. Andruss at Honeyman State Park.

However, the contractor has the responsibility of bringing the asphalt sidewalk and asphalt patch over the sewer line ditch up to acceptable standards.

WHG:jh
cc: Alfred Shirley

John Bradfield

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

NOTED
S. R. LEAVITT

NOTED
J. HOLLINGSWORTH

NOTED
J. L. BRADFIELD

DATE November 7, 1973

TO
Martin D. Andruss
Route 4W, Box 264
Reedsport, Oregon 97467

FROM
Eugene H. Ash Eugene H. Ash
Box 716
Coquille, Oregon 97423

SUBJECT Honeyman State Park Contract #7853

The inspection of the toilet building was held starting at 1:30 p.m. on November 6th with your wife being present at the time. The following items were noted to be corrected:

1. Heating element didn't appear to be working in duct heater.
2. Supply grilles to heating system not fastened to wall.
3. Touch up painting not completed on toilet stalls.
4. Toilet stall door needed adjusting so door stands ajar when not occupied - (Men's room , handicapped stall).
5. All stall doors did not have the keeper ring on hinge pin so doors can't be removed easily.
6. Clean light fixtures - some have beam stain.
7. Clean markings off of windows.
8. Coat hangers not securely fastened to wall - need longer and larger gage screws - please epoxy glue wall insert for screws.
9. Lower bench bolt too long- cut off - then coat all ends that have been sawed to prevent rusting.
10. Patch hole in siding.
11. Drip on floor at "Y" strainer - copper tubing needs to be supported with pipe hangers.

In addition I am questioning whether you have run the pressure test on the effluent sewer line. I checked with the plumber and he said he didn't know nor did he think you used his equipment. Also when I questioned John Link, I found out he took your word that you had run the test which he said showed 4 psi on the gage. The gage though I found out was installed in the tap hole Pacific Pumpings engineer had drilled to check the pump head and is located between the check valve and the pump. As far as I know there is no check valve in the pump so air should go right through the pump then and out the intake. Also the head in the line against the check valve would be better than double the 4 psi. Therefore I am questioning whether you ran a satisfactory test on the line and feel the proof lies with you.

Construc'n
Park

Enclosed is the Public Works Contractor Wage Certification forms your wife requested.

Enclosed is the ticket for one - 10 yard load of top soil that you had placed against the sidewalk.

When all the above work is completed, I can arrange for another inspection at your request.

[illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Coquille, Oregon

Noted

NOTED
J. L. BRADFIELD
NOTED
J. HOLLINGSWORTH

DATE November 2, 1973

TO
Martin D. Andruss
1965 Cedar Avenue
Reedsport, Oregon 97467

FROM
Eugene H. Ash
Box 716
Coquille, Oregon 97423

SUBJECT Honeyman State Park Contract #7853

This is too confirm the telephone convesation that I had with your wife on October 29, 1973. The final inspection of the above mentioned contract was set by the Park Department for November 6, 1973 at 1:30 p.m.

The parks maintenance crew would like the installation instructions for the door closures, the arm adjusting wrench, for the toilet partitions the installation drawing and any other installation instructions that would be covered under Manufacturer's Special Tools, Data and Warranties on pages 27 of the Special Provisions.

If all the certificates of Inspection from the Inspection Agencies are ready, please turn them over to us at the final inspection.

The final Public Wage Certification forms from you and all your subcontractors will be required for the next estimate (Public Works Contractor Wage Certification- form 124 HE-1).

Also please bring the Check Out and Tests sheet for the heating system to the final inspection.

cc: J.X. Wilson
Construction
Park Dept.

NOTED
L. JACOBSON

cc: John Hollingsworth

TILLMAN & BOOTH, INC.
WHOLESALE DISTRIBUTORS
EUGENE . . . MEDFORD . . . KLAMATH FALLS

November 1, 1973

State Highway Department
193 E. 2nd Street
Coquille, Oregon 97423

Attention: Mr. Eugene Ash

Subject: Honeyman State Park Closets

Dear Mr. Ash:

Enclosed please find a telex concerning our latest query to American Standard Company concerning the three 2228.013 closets short for the Honeyman State Park job. They are being shipped Monday, November 5, 1973 from American Standard's plant in Tiffin, Ohio. Shipping time is generally about ten days from Tiffin.

These closets were originally ordered for West Lane Plumbing in December, and were received in January. We were in the process of furnishing two other State Park jobs; one for Umpqua Plumbing and one for Crooch and Harris. Their delivery requirements came in February and March, and we had understood that West Lane Plumbing was not going to need them until after June 1.

The other three closets were ordered on May 17 for delivery June 1. This has been adequate lead time to have the material on hand for the June 1 delivery.

Unfortunately, American Standard china facilities went on strike on June 1. We have checked the other American Standard distributors throughout the Northwest and were unable to find any of these closets. We have also checked the most likely Crane and Kohler distributors and have been unable to locate any of them.

(503) 343-7701 ○ 215 WEST FIFTH AVENUE ○ POST OFFICE BOX 1148 ○ EUGENE, OREGON 97401

Page 2
November 1, 1973
State Highway Department

We are embarrassed about this situation with American Standard, but we have gone to considerable expense in attempting to find these closets. We initiated this action as soon as we found out our predicament. Unfortunately, this strike was a matter over which we had no control.

Yours very truly,

TILLMAN & BOOTH, INC.

Robert B Booth

Robert B. Booth
Vice President

RBB:cr

enclosure: telex copy

cc: West Lane Plumbing

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

NOTED
J. HOLLINGSWORTH

NOTED
J. L. BRADFIELD

NOTED
L. JACOBSON

DATE October 9, 1973

TO
Martin D. Andruss
1965 Cedar Avenue
Reedsport, Oregon 97467

FROM
Eugene H. Ash Eugene H Ash
Box 716
Coquille, Oregon 97423

SUBJECT Honeyman State Park Contract #7853

This is to inform you that no estimate for the period ending October 10, 1973 will be submitted. The 30 day liquidated damages amounting to another $1,500.00 penalty exceeds the amount of work performed during the last pay period. The amount of work performed would have to exceed the penalty by at least $500.00 before a monthly estimate would be paid.

It is getting into the time of the year that patching of asphalt or paving can not be performed satisfactorily and the asphalt plants will be thinking of shutting down for the winter.

On page #37 of the Standard Specifications for Highway Construction - 105.12 - Removal of Unacceptable and Unauthorized Work - gives us the authority to remove or replace unacceptable work and to deduct the costs thereof from any monies due or become due the contractor.

I realize that the Parks Crew at Honeyman may have insisted that the effluent line through the park and along the trail be covered instead of leaving the joints open (uncovered) but this does not release you of the responsibility of performing the pressure test required on this effluent line.

O.K. →
(no change)

On page 51 of the Special Provisions under duct construction, it states that a filter box shall be installed in a manner that will allow easy removal of the filter without use of tools and allow no air to bypass the filter. I noticed that the door closure prevents the removal of the filter without removing the door closure arm.

On page 26 & 27 states the certifications of inspection that are required, (this is in the Special Provisions). The plumbing inspection certificate no doubt would be the one by the Lane County Plumbing inspector. The septic tank would be by the Lane County Sanitarian which you stated you have in your possession. The electrical inspection would be by the Department of Commerce. No sewage treatment plant involved in your contract or pressure vessels.

Your crew that was working on the project said they were getting close enough to the end and requested the punch list of things remaining. This I did only they then were laid off and progress still remains very slow in getting the project ready for final inspection.

cc: Construction - Region - Bridge

FORM 2-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE September 14, 1973

TO Martin D. Andruss
1965 Cedar Avenue
Reedsport, Oregon 97467

FROM Eugene H. Ash Eugene H. Ash
Box 716
Coquille, Oregon 97423

SUBJECT Honeyman State Park Contract #7853

This is to confirm that I told you verbally that no pay wouldbe paid on bid item #5 , Asphalt Walks, on your estimate #8 until the Region Construction Engineer had seen the poor results.

He was by your project on September 13th and confirmed that we would not pay for the asphalt walks until they conform with Section 610 of the Standard Specifications.

Appearance from poor workmanship in raking and rolling is the main objection.

A thin lift of ½"-0" asphalt properly applied over the full length of asphalt sidewalk no doubt would correct it or the sidewalk could be replaced.

The crossing of the parking lot for the culvert is another matter. Here the asphalt is not properly compacted, is high or uneven, or partially patched on the patch.

cc: J.X. Wilson
Construction Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE September 11,1973

TO
Martin D. Andruss
1965 Cedar Ave.
Reedsport, Oregon 97467

FROM
Eugene H. Ash
Box 716
Coquille, Oregon 97423

SUBJECT Honeyman State Park Contract #7853

The following is a list of items remaining to complete on this contract:

1. Install valve box
2. Putty nails that have been set in building trim
3. Install coat hangers on tile walls
4. Replace damaged door - ekevated toilet in Women's side - door latch faulty
5. Final coat of paint on metal trim on roof
6. Kick plate missing screws
7. Touch up paint on metal partitians
8. Adjustable shelf brackets in storage room
9. Remove dead limbs on tree (heat damage from fire)
10. Pressure test on effluent line.
11. Remove asphalt sidewalk forms and place topsoil on slopes
12. Tar and cover with fine material - pavement cut not used.
13. Grade shoulder of road over water line
14. Heating system to install & operate - grilles, carton of filters, etc.
15. Patching of roadway not satisfactory- uneven and poor compaction.

16. Long shank self-closing chrome hose bibb on drinking fountain
17. Leak in storage room
18. Clean out plug to be flush with ground in curb area
19. Pressure test of copper water lines in building
20. Three missing toilets

21. Outside light fixtures rotate - need 2nd screw
22. "U" shims on light pole bases - so bolts can be tightened and poles plumb.
23. Coverplates missing
24. Label light circuits in storage room
25. Waterproof-conduit through roof.
26. Conflict of conduit & light fixture around heating system.
27. Trim around meter

Please let me know when you want the final inspection scheduled so a representative from Salem and the Region can be present.

Letters of final inspections, final wage certifications, missing payrolls, etc. will also be required at the completion.

cc: Region Construction Bridge

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
May 17, 1973

SUBJECT: Jessie M. Honeyman State Park
Contract #7853

To:

Mr. Alfred Shirley
Region Engineer
Roseburg, Oregon

L

Enclosed is a time extension request for the above mentioned project.

This contract was awarded December 6, 1972. The contractor was told he could start to work on January 3, 1973, which he did. The final drawing for the septic tank location was dated 1/5/73. The local sanitarian still didn't approve the septic tank location but admitted that the building permit would be issued. The contractor didn't come up with any prices for the septic tank move for a few days so the price agreement wasn't written until January 12th. The building permit arrived about January 18th.

Therefore I can see a 28 day extension which is directly from no building permit or septic tank site approval. (12/6/72 to 1/3/73). From January 3rd to January 18th I could see that this might be a gray area but he didn't set the first batter board until January 29th.

Then he should be granted some time for the change of the location of the septic tank and other work covered by P.A.#1. The P.A. was signed on January 12th but approval was not obtained until after January 30th as far as I can find record of now. Therefore one would have to go along with the time from Jan 3rd until order approved. Then again a week could be justified for the extra work on moving the septic tank.

I therefore would approve a time extension request for the 45 days he requests but I think that he will be applying for another extension later on. He hasn't and isn't doing anything to see that the building construction will progress to an early completion.

Eugene H. Ash

Eugene H. Ash

cc: Construction
Park

5-11-73
JEH

NOTED
L. [illegible]

LARRY - HONEYMAN TOILET BLD. CONTRACT

ON TUESDAY, MAY 8 I VISITED HONEYMAN & DISCOVERED THE CONTRACTOR WAS INSTALLING THE PRIMARY POWER LINE IN THE OVERNIGHT CAMP AREA.

IN TALKING W/ THE CONTRACTOR HE TOLD ME HE EXPECTED TO BE FINISHED WITH THIS PART OF THE JOB BY WEDNESDAY NIGHT (PAVING NOT INCLUDED).

HOPEFULLY HE WILL FOLLOW THIS UP WITH THE INSTALLATION OF THE PRESSURE SEWER LINE.

John H.

Salem, Oregon

April 27, 1973

Files

John E. Hollingsworth
Engineering Supervisor

Honeyman Toilet Building Contract

On Wednesday, April 25, Gene Ash and I met with Martin Andruss, the contractor on the above building. He was working on a dock project at Winchester Bay.

We told Mr. Andruss that he must complete the sewer, power, and water line work prior to the Memorial Day weekend. We also informed him that part of the camp area could be closed during construction providing that it was not more than two days and that it was done before the reservation system goes into effect.

We informed Mr. Andruss of the crowded conditions that he could expect in the dune access parking lot as soon as school is out and that he should at least complete everything up to the building by that time.

We told him that we will consider closing down at least part of his contract if the above is not accomplished. Mr. Andruss said that he should be able to have all of his work completed in the camp area within about two weeks.

JEH:lb

cc: Gene Ash
Warren Gaskill
Larry Jacobson
Harry Luckett

Larry J.

NOTED
W. H. GASKILL

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 16, 1973

SUBJECT: Honeyman State Park
Contract No. 7853

To: Warren Gaskill
Asst. State Parks Supt.
SALEM

NOTED
J. HOLLINGSWORTH

We share your concern over the progress on the above project. As you are probably aware, we wrote the contractor sometime ago in an attempt to spur him into increased production, apparently without much success. Our Resident Engineer again wrote the contractor last Friday, pointing out that we expect all work that would interfere with overnight park and trail use to be completed before the Memorial Day weekend. It would appear at this time that there should be no problem meeting this deadline.

For your information, because of the delay in securing a building permit and work added to the contract, the contractor may be entitled to a month or more of additional time. We hope this extra time will not be needed and will do everything we can to effect earlier completion.

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

JXW/cw

cc C. T. Keasey
Eugene Ash

NOTED
J. HOLLINGSW

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 12, 1973

Mr. A. J. Shirley
Regional Engineer
Region 3 Unit
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

The toilet building presently under construction at Honeyman State Park is behind schedule. The completion date for this project is May 31, 1973. I recommend a strongly worded letter be sent to the contractor requesting that he meet the completion date stated in the contract.

We are concerned regarding some of the contract work items that will be in direct conflict with the general publics use of the overnight camp and the day use area parking area adjacent to the toilet building under construction. To minimize potential conflicts, it is requested that the water service line and the sewer line from the toilet building to the point of sewer connection near the existing sump in the overnight camp area be completed as soon as possible. If this were accomplished, all construction activities that may be going on after the completion date would be confined to the immediate building site.

Anything that can be done to speed up the progress before the major recreation season begins would be appreciated.

Very truly yours,

Warren Gaskill

Warren Gaskill, Assistant
State Parks Superintendent

WG:lb

cc: John Hollingsworth
Larry Jacobson
Ray Leavitt
Harry Luckett

W. Gaskill

NOTED
J. HOLLINGSWORTH

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

Noted
WG

DATE January 15, 1973

TO Mr. Eugene H. Ash
Resident Bridge Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Jessie M. Honeyman State Park
Type 8 Toilet Building
Lane County
Contract 7853

NOTED
L. JACOBSON

Enclosed, for your information, are five copies of the color schedule to be used for the toilet building being built at the above project.

VLI.:dh
Enclosure

cc W. J. Hart
D. G. Talbot
J. H. Versteeg
E. L. Hardt
D. O. Christensen

DING AND SANITATION DIVISION
DEPARTMENT OF HEALTH & SANITATION
135 EAST SIXTH AVE.
EUGENE, OREGON 97401

Phone: 342-1311 Extension: 411

Lane County Annex

NOTED
J. HOLLINGSWORTH

January 9, 1973

John E. Hollingsworth
Field Engineering Supervisor
Department of Transportation, Highway Division
State Parks & Recreation Section
317 State Highway Building
Salem, Oregon 97310

RE; Comfort Station at Honeyman State Park on Cleawox Lake
Map: 19-12-15-100

The uniform building code requires both horizontal and vertical reinforcement in reinforced masonry construction. Please find a complete list of requirements enclosed.

JOHN C. STONER, R.S., Director
Building and Sanitation Division

Don Wood

By: Don Wood, Assistant Plans Examiner
Building Section

DW/jmh

cc: John Smeed
Howard Hammond

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1972

SUBJECT: Day Use Building
Honeyman State Park

To: The Files

Today, Dick Kirby verbally approved the location of the day use building adjacent to Cleawox Lake as shown on the plans.

The contract for this building was let on November 30, 1972.

Warren H. Gaskill

Warren H. Gaskill, Assistant
State Parks Superintendent

WHG:jn

cc: Hal Versteeg
Guy Beachler
Larry Jacobson ✓
Harry Luckett

NOTED
L. JACOBSON

SP*53478-734

W. H. Gaskill
W. H. GASKILL

Larry

FORM [illegible] (REV. [illegible])

NOTED
G. R. LEAVITT

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
December 19, 1972

SUBJECT: Honeyman State Park Restroom
Contract 7853

To:

NOTED
L. [illegible]

Memo to the file:

NOTED
HOLLINGSWORTH

On Wednesday, December 13th at 1 p.m. John Hollingsworth and myself meet at the Florence Courthouse Annex with Richard Swenson, registered sanitarian. Mr. Swenson's boss was also present. I gave him the building application permit and the F.E.P.O. Then we started to discuss thelocation of the building. The sanitarian stated that the local people didn't want the building adjacent to the lake. That to get the septic tank fifty feet away from the lake, the septic tank would have to be in the parking lot. Even then they didn't approve of the building being adjacent to the lake, that the other side of the parking lot would be a better site. This lake was also a public water supply as far as they were concerned. I said I didn't see how they could call it a public water supply when they allowed swimming in it. Tried arguing that this system would not leak without first the sewage backing up through the fixtures inside the building. Decided we might as well go out to the site. The lake appeared to be a little higher than last time I had looked at the site. The sanitarian stated that the logical place for the building was on the other side of the parking lot. He agreed that with the fall across the parking lot, that moving the septic tank only to the other side, wasn't the solution. We walked the effluent line location along the trail around Lillie Lake without much comment. He stated that the sprinkler system up on the sand dunes was illegal according to State standards.

No decision was reached from this meeting. He said he would refer it to his boss in Eugene and phone John Hollingsworth of their decision on Friday, Dec. 15th. He called John on Friday but still would not give any decision. He said they would write their decision on the permit yet that day on Dec. 15th.

It didn't appear to me that a permit would be given for the building as shown on the plans. They might approve moving the septic tank and pump inside the curb in the parking lot.

Eugene H. Ash

REGION
RECEIVED
DEC 27 1972

cc: J.X. Wilson ✓

CC: C.T. Keasey
W.J. Hort
W.H. Gaskill ✓

T R S 15 TAX LOT 100
CENS TRACT

[illegible]G SITE EVALUATION

23

Not paid for

APPLICANT: Honeyman State Park
NAME Eugene Ash
ADDRESS Box 716
Coquille, ORE
PHONE
DATE 12-13-72

) Building Permit Application No.
) Site Inspection
) Pre-Permit Investigation

NOTED
J. HOLLINGSWORTH

ANE COUNTY PLANNING DEPARTMENT

	NOT applicable	NO	YES	NAME	DATE
1. Zoning Ordinance Compliance (Zone NR Permitted	( )	( )	(✓)	JH	12/21/72
2. Subdivision Ordinance Compliance	( )	( )	(✓)		
3. Required Access	( )	( )	(✓)		
4. Building Site (Area, Width, Frontage, Setback)	( )	( )	(✓)		
5. Other (see comments)	( )	( )	(✓)		

COMMENTS:

BUILDING INSPECTION SECTION

	NOT applicable	NO	YES	NAME	DATE
6. Plans Submitted	( )	( )	(✓)		1/9/73
7. Soil Stability (footings)	( )	( )	(✓)		
8. Flood Plain	( )	( )	( )		
9. Other (see Comments)	( )	( )	( )		

COMMENTS:

SANITATION SECTION

	NOT applicable	NO	YES	NAME	DATE
10. Sewage Disposal	( )	(X)	( )	R. Swenson	12-14-72
11. Usable Area	( )	(X)	( )		
12. Water Supply	(X)	( )	( )		
13. Other (see Comments)	( )	(X)	( )		

COMMENTS: SEE ATTACHED SHEET

O APPLICANT:

4. Building Site (Area, Width, Frontage, Setback)	( )	( )	(✓)		
5. Other (see comments)	( )	( )	(✓)		

OMMENTS:

BUILDING INSPECTION SECTION	NOT applicable	NO	YES	NAME	DATE
6. Plans Submitted	( )	( )	(✓)		
7. Soil Stability (footings)	( )	( )	(✓)		1/9/73
8. Flood Plain	( )	( )	( )		
9. Other (see Comments)	( )	( )	( )		

OMMENTS:

SANITATION SECTION	NOT applicable	NO	YES	NAME	DATE
10. Sewage Disposal	( )	(X)	( )	R. Swenson	12-14-72
11. Usable Area	( )	(X)	( )		
12. Water Supply	(X)	( )	( )		
13. Other (see Comments)	( )	(X)	( )		

COMMENTS: SEE ATTACHED SHEET

O APPLICANT:

plicant tified 1-10-73

[illegible] 12-18-72

(1-10-73)

Your Building Permit / Site Inspection:

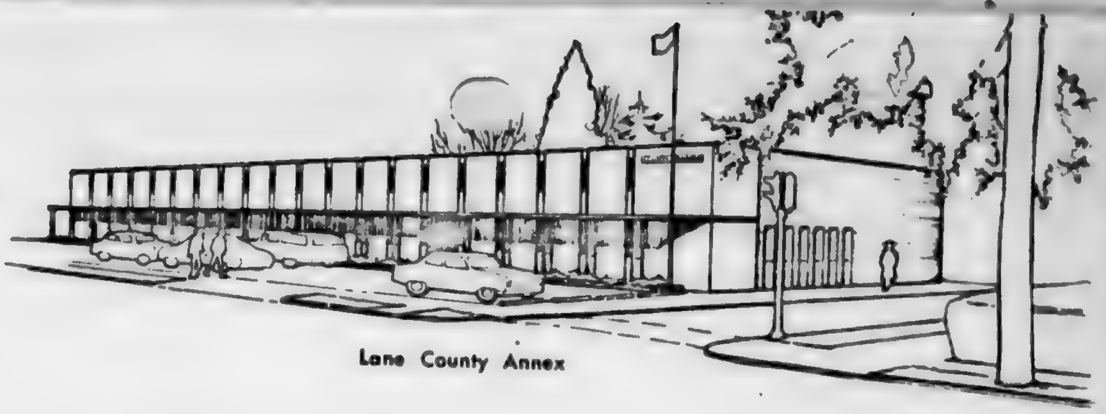
( ) Can be approved.
(✓) Cannot be approved at th's time as indicated on item NO. 10-11-13 above.
Questions and further information on items 1 through 5 contact the Lane COUNTY PLANNING DEPARTMENT. Questions and further information on items 6 through 13 contact the Lane County Building and Sanitation Division.
( ) Will be held in this office until you can resolve the problems indicated.
( ) Is being returned.
( ) Your building permit application fee is being returned under separate cover.

ANE COUNTY PLANNING DEPARTMENT
35 Sixth Avenue East, Eugene, Oregon 97401
HONE: 342-1311 EXT. 231

LANE COUNTY BUILDING & SANITATION DIVISION
135 Sixth Avenue East, Eugene, Oregon 97401
PHONE: 342-1311 EXT. 411

55-20

LANE COUNTY
BUILDING AND SANITATION DIVISION
DEPARTMENT OF HEALTH & SANITATION
135 EAST SIXTH AVE.
EUGENE, OREGON 97401
Phone: 342-1311 Extension: 411



Lane County Annex

December 18, 1972

Noted

John E. Hollingsworth, Field Engineering Supervisor
State Parks and Recreation Section
Highway Division
Department of Transportation
317 State Highway Building
Salem, Oregon 97310

NOTED
L. JACOBSON

RE: Construction of a Restroom Facility in Dunes Area of
Honeyman State Park, Florence, Oregon

This office, after review and consideration of the proposed plans for the above restroom facility, is of the opinion that a permit would not be issued or approved for the proposed location of the facility. It appears appropriate, at this time, to present the following facts for your consideration:

1. The site does not appear to meet the minimum State requirements due to a high free ground water table at the location, and the proposed septic tank would be setting in the ground water. Our experience with concrete tanks is that they deteriorate and eventually leak, thus causing an infiltration problem and this lake is the domestic water supply serving the Cleowox subdivision and the girl scout camp.
2. Free ground water was found at 22" from existing grade with soil indication of free ground water at 6" or less during periods of high water.
3. Information received from the U. S. Forest Service indicates that dune sand is moving into Cleawox Lake at a rate of approximately 2' per year which will cause the lake waters to rise to a point where they may be level with the parking lot, thus inundating the septic tank system.
4. It seems appropriate, at this time, to recommend that the present method of sewage disposal, by sprinkling on the surface of the ground, be reviewed and updated as it does not appear to meet with State regulations as to approved methods of disposal.

We would suggest that your office reconsider and relocate the restroom facility on the opposite side of the parking lot as previously discussed.

We would be most happy to discuss any questions that you may have regarding the above.

JOHN C. STONER, R.S., Director
Building and Sanitation Division

George O. Brasells

George O. Brasells, R.S.
Coordinator

GOB/jmh

cc: Guy Beachler
L. B. Day
Lane County District Attorney

12/21
DICK KIRBY (Lane co.)
verbally approved
location as shown on
plan

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 15, 1972

TO Files

FROM John E. Hollingsworth
Engineering Supervisor

SUBJECT Honeyman Proposed Toilet Building

On Wednesday, December 13, I met at Honeyman with George Brasells and Richard Swenson, Lane County Sanitarians, and Gene Ash, Resident Bridge Engineer concerning the sanitarians' objection to our toilet building location.

They object to the building being between the parking lot and the lake because of possible contamination to the lake water.

I told the sanitarians that we would move the septic tank and effluent sump to a position under the existing parking lot which would give us the necessary 50 ft. from the lake even under extreme high water.

The sanitarians want the building moved to a location across the parking lot, but since we have met the sanitary requirements in the present staked position, all we are faced with is their personal opinion.

Mr. Brasells called me today after conferring with his superior, but I could not get him to give me a yes or no. He kept referring to their opinion.

I requested him to write us a letter today giving us a definite yes or no. I also told him that if the answer is no that we will contest their decision. Mr. Brasells told me that he will send the letter.

JEH:lb

cc: Warren Gaskill
Larry Jacobson

HEALTH DIVISION
DEPARTMENT OF HUMAN RESOURCES

1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201 • Phone 229-5910

TOM McCALL
GOVERNOR

CORNELIUS C. BATESON
Administrator

EDWARD PRESS, M.D., MPH
Deputy Administrator
and
Public Health Officer

DEPARTMENT OF
HUMAN RESOURCES

JACOB TANZER
Director

DIVISIONS
Health
Children's Services
Corrections
Employment
Mental Health
Special Programs
Vocational Rehabilitation
Welfare

NOTED
J. HOLLINGSWORTH

NOTED
W. H. GASKILL

Copy to Dick Kirby 11/20/72 - Eugene
wy
lane county

NOTED
L. JACOBSON

November 6, 1972

Mr. Warren H. Gaskill
Assistant State Parks Superintendent
Parks and Recreation
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Warren:

Re: Additional rest-room building, Jessie M. Honeyman State Park,
Lane County

This office has received and reviewed the plans for the proposed rest-room building to be constructed in Jessie M. Honeyman State Park. Water and sewer systems serving the proposed building appear to be satisfactory with request to compliance to state regulations. Pursuant to our telephone conversation of October 26, 1972, it is our understanding that the existing sewage sump lift station receiving the effluent from the building will have the pumping rate increased to facilitate the increased discharge from the new rest-room building.

Respectfully yours,

Guy F. Beachler

GUY F. BEACHLER, R. S., DIRECTOR
Recreation and Housing Facilities Program

GFB:geh

NOTED
L. JACOBSON

S-26 Rev. 4-72

7853

5

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jessie M. Honeyman State Park

WEEK ENDING: December 15, 1973

SECTION PREFIX: 20-335

HIGHWAY:

COUNTY: Lane

NAME OF JOB: Jessie M. Honeyman State Park

KIND OF WORK: Toilet Building

CONTRACTOR: Martin D. Andruss

CONTRACT NUMBER: 7853

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: December 5, 1972

DATE WORK STARTED: January 3, 1973

ESTIMATED COMPLETION DATE: July 1, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: July 19, 1973

PERCENT OF TIME ELAPSED: 154

PROJECT AUTHORIZATION: $51,277.32

EXCLUSIVE OF ENGINEERING: $46,342.62

ENGINEERING AUTHORIZATION: $4,434.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99&3/4

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $45,269.63

ENGINEERING COST TO DATE: $6,395.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99 3/4

ESTIMATED PERCENT: OVERRUN UNDERRUN: -2.3 %

PERCENT OF AUTHORIZATION: 144.2 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Fair			
MONDAY 10	"			
TUESDAY 11	Rain			
WEDNESDAY 12	"			
THURSDAY 13	"			
FRIDAY 14				
SATURDAY 15				

K
12/14

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No work
MONDAY 10	No work all week. Job suppose to be on shutdown for the winter.
TUESDAY 11	
12 **WEDNESDAY**	
13 **THURSDAY**	
FRIDAY 14	
15 **SATURDAY**	

REMARKS

Contractor's time extension request given to J.[illegible] Wilson on Dec. 12th.

SIGNED Eugene H Ash LOCATION Coquille
Eugene H. Ash

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7853

N833

FILED
OCT - 3 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 3 10 29 AM '73
CL ERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 2, 1973

Sidney J. Nicholson
Attorney at Law
P. O. Box 146
Florence, Oregon 97439

NOTED ON CARD
10-5-73 ks

Dear Mr. Nicholson:

This is to acknowledge your letter of September 28, 1973, informing us of your client's (Hank Allard) claim in the amount of $396 against Martin D. Andruss for labor and materials.

From the description given in your letter, this appears to be in reference to the Martin D. Andruss Contract No. 7853 for a toilet building in Jessie M. Honeyman State Park in Lane County.

The Fidelity and Deposit Company furnished the performance bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please advise this office upon satisfaction of your client's claim.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Fidelity and Deposit Company
Martin D. Andruss

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 4 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Sidney J. Nicholson
ATTORNEY AT LAW
POST OFFICE BOX 146
Florence, Oregon 97439
TELEPHONE 997-3446

September 28, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Manager
Administrative Services

Dear Mr. Head:

Thank you for your letter of September 25, 1973. I do request that you file my letter of September 21, 1973 with the Secretary of State as a claim against the Martin D. Andruss Contract #7853. I have also had Mr. Allard sign a formal Notice of Claim in accordance with ORS 279.526, a signed copy of which I enclose for proper filing by you.

I am also sending an executed copy of said claim directly to the bonding company, who is The Fidelity and Deposit Company at 3005 1st National Bank Tower, Portland, Oregon, and to the prime contractor, Martin D. Andruss, whose address is 1965 Cedar, Reedsport, Oregon. I believe that this will suffice to put all parties on notice as required, of Mr. Allard's claim for services and materials pursuant to said contract. I will await further developments and hope for possible payment by Mr. Andruss or payment by you after it has been withheld from the balance due to Mr. Andruss on his contract with you. If it is not paid in some manner I will then take appropriate steps to collect this account from the bonding company, but I hope this will not be necessary.

I am appreciative of your cooperation.

Yours very truly,

Sidney J. Nicholson
m

Sidney J. Nicholson

SJN/mm
enclosure
cc: Hank Allard
Martin D. Andruss
The Fidelity and Deposit Company

RECEIVED
OCT 1 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATE OF OREGON]
] ss.
County of Lane]

NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the undersigned, Hank Allard, whose address is P.O. Box 722, Florence, Oregon, has a claim for labor and materials furnished by Allard for the construction of a masonry building at Honeyman Park near Florence, Lane County, Oregon, in the sum of Three Hundred Ninety Six and no/100 ($396.00) Dollars, against the bond taken out from The Fidelity and Deposit Company, 3005 1st National Bank Tower, Portland, Oregon 97201, for the work to be performed on the Martin D. Andruss contract, no. 7853, for work in Jesse M. Honeyman State Park in Lane County, Oregon.

That the labor and materials furnished by Allard for said Martin D. Andruss contract were completed and finished by Allard on or about September 15, 1973 and said remaining sum of $396.00 has not been paid, although demand therefor has been made by Allard upon Martin D. Andruss.

DATED this 28th day of September, 1973.

Hank Allard

Subscribed and sworn to before me this 28th Day of September, 1973.

Miriam O. Mc[illegible]
Notary Public for Oregon
My Commission Expires: [illegible]

RECEIVED
OCT 1 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Notice of Lien

7853

September 25, 1973

Mr. Sidney J. Nicholson
Attorney at Law
P. O. Box 146
Florence, Oregon 97439

Dear Mr. Nicholson:

This is in reply to your letter of September 21 informing us that Martin D. Andruss owes your client, Hank Allard, $396 for concrete block work.

This appears to be in connection with the Martin D. Andruss Contract No. 7853 for work in Jessie M. Honeyman State Park in Lane County.

The Fidelity and Deposit Company, 3005 1st National Bank Tower, Portland, Oregon 97201 furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it. This contract is approximately 95% complete.

Please let us know if you want us to file your letter with the Secretary of State as a claim against this contract.

Attached is a xerox copy of ORS 279.526 pertaining to Notice of Claim. The portion relating to a subcontract is outlined in paragraph 2.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fkn
Att.

Sidney J. Nicholson
ATTORNEY AT LAW
POST OFFICE BOX 146
Florence, Oregon 97439
TELEPHONE 997-3446

September 21, 1973

State of Oregon
State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Roderick L. Porter, State Highway Engineer

Dear Mr. Porter:

On December 5, 1972 the State of Oregon, through its State Highway Commission, contracted with one Martin D. Andruss, 1965 Cedar, Reedsport, Oregon, for the construction of a toilet building at Jesse M. Honeyman Park, State Highway Contract No. 7853. Thereafter, on the first day of March, 1973, Andruss sub-contracted with Hank Allard for the concrete block work, for a total of $2,300.00, which sub-contract was approved on March 16, 1973 by Walt J. Hart, a copy of which contract I enclose.

Allard has completed the work and it has been approved by your senior inspector, Mr. Ashe, who works out of your Coquille office, but at this time there is still due and owing to Mr. Allard for his work the sum of $396.00, which has not been paid to him by Andruss. Allard completed his work on or about August 15, 1973 and his time for filing a sub-contractor's lien is running out.

Will you please give this matter your immediate attention and advise me (1) who has the performance bond on the prime contract, and (2) whether it will be necessary for Mr. Allard to file a lien by September 30, 1973 to protect his interest? I would think it not necessary, since I know all state projects are underwritten by a performance bond, assuring the sub-contractors and workmen of payment.

Your prompt attention to this matter will certainly be appreciated, so that I will not find it necessary to actually lien the building in question.

Yours very truly,

Sidney J. Nicholson

SJN/mm
enclosure
cc: Hank Allard

RECEIVED
STATE HWY ENGR
SEP 24 '73
REFER TO
Cc Head
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			/			

NOTED
C. W. HEAD

THIS AGREEMENT, made and entered into this 1 Feb day of [illegible],

19 73 by and between [illegible] Elard,

party of the first part, and Martin [illegible] Andrews, 1965 Cedar, Reedsport,

party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of Dec. 5 1972, enter into a contract with the State of Oregon through its State Highway Commission for the construction of the following described work, to-wit:

Toilet Building at JESSIE M. HONEYMAN PARK

which said contract is known and designated as State Highway Contract No. [illegible], and which said contract, insofar as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings, and regulations governing State Highway construction projects, it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. [illegible] for which the said first party is principal contractor.

STATE HWY ENGR
SEP 24 '73

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

To lay all the blocks and stones at the Toilet Building at JESSIE M. HONEYMAN STATE PARK for a total sum of $ 2,300.-

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 7853 governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation, or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this first day of March, 1973.

CONSENT TO SUB[illegible]RACT [illegible]
Date 3-16-73
William J. Hunt

By x Martin D. Andrus
MARTIN D. A[illegible]
1965 [illegible] AVE.
REEDSPORT, OREGON 97[illegible]
Its
Party of the First Part

Hank Elard
By x Hank Elard
Its
Party of the Second Part

7853

s

June 25, 1973

Mr. Martin D. Andruss
1965 Cedar Avenue
Reedsport, OR 97467

Dear Mr. Andruss:

Your request for a time extension of 45 days for work on the Jessie H. Honeyman State Park Section in Lane County, contract No. 7853, has been considered.

Careful consideration was given to the reason you submitted. In light of the available facts and the provisions of the contract, an extension of 49 days is granted which will reduce the time liquidated damages on the project.

This extension was derived from the date the contract was sent to you (December 7) until you started some work (January 3) which equals 26 days, plus one-half the time from January 3 to January 30 when Price Agreement 1 was approved, which equals 14 days when you were working intermittently, plus nine days for the extra Price Agreement 1 work.

We hope you will make a diligent effort to complete the project within this extended time.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
E. H. Ash
V. L. Gallagher

JAB:fw dpy

5

7853

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 25, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Jessie M. Honeyman State Park
Contract No. 7853

Martin Andruss, contractor on the subject project, has requested a 45-day extension of the contract time because of the State's delay in securing the building permit. Bids were opened on this project November 30, 1972, with seven bidders. The $43,947 contract amount covers construction of a toilet building, 5,000-gallon septic tank, 1,700 feet of sewer line, and other accessory work. The project had a specified completion date of May 31, 1973. Liquidated damages are accruing at the rate of $50 per day. The present estimated completion date is July 31, 1973.

The State encountered over a month's delay in obtaining the building permit due to County objections to the building and septic tank locations. This was ultimately resolved by changing the septic tank location (covered by Price Agreement No. 1). This early delay and the added work resulting from the plan change justify significant time extension.

I have therefore granted a 49-day extension on this project. This is a State project.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1973

SUBJECT: Request for Time Extension
Jessie M. Honeyman State Park
Contract No. 7853

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Martin Andruss has requested a 45-day extension of this contract time based on a four-word reason: "Lack of building permit". Bids were opened on this project November 30, 1972 with seven bidders. The $43,947 contract amount covers construction of a toilet building, 5,000 gallon septic tank, 1,700 feet of sewer line and other accessory work.

The Resident Engineer applied for the Lane County building permit on December 13 and immediately encountered problems with the Sanitarian concerning the siting of the building and septic tank. These were ultimately resolved by relocating the septic tank (covered by Price Agreement 1). We went ahead with a preconstruction conference on January 2 and the contractor started some clearing work the next day.

Ordinarily the key date in starting the contract time process is the date on which the State first submits the contract to the contractor for execution. On day count jobs, the first day starts beginning with the tenth calendar day, excluding Sundays and legal holidays, following this date. Technically, the contractor is prevented by the specifications from doing any work until he has executed the contract and returned it and the performance bond to the Highway Division (103.08). Contract forms were sent December 7.

This project had a specified completion date of May 31, 1973. If we give the contractor the benefit of the usual ten-day lead time, there is a reasonable case for extension from December 7 to January 3 or 26 calendar days. The change in septic tank location and resulting Price Agreement 1 was not completely approved until about January 30. The contractor had one or two men working only intermittently during this time. I note from the weekly reports that at the end of January the project was only four percent complete. I would suggest allowing about one-half of this time since the contractor did make some progress on clearing and early grading, or 14 days extension.

RECEIVED
JUN 21 1973
Office of
Assistant State Highway Engineer

In addition to the above two time components, the Price Agreement 1 work in itself involved an increase in cost of $2,503. If we use the time/money approach recommended by the Region, this would justify an additional nine days.

The above three items total 49 days. This is in between the 45 days recommended by the Resident Engineer and the 53 days recommended by the Region and is very liberal for the contractor I believe. It is more than the 45 days requested, but we have used an additional reason; namely, Price Agreement 1. As of last week, the project was only 47 percent complete with an estimated completion date of July 31 or about 60 days late. I also note from the file that the Parks Section has been concerned about the contractor's progress or lack of it.

I recommend a 49-day extension. Liquidated damages are accruing at the rate of $50 per day. This is a State project. Rough draft letters to the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

.RSO

RSB CON 21 6-19-73 9.45 AM

I X WILSON

THE VOUCHER COVERING A $8,979 PROGRESS PAYMENT ON HONEYMAN PARK CONTRACT 7853 IS ALREADY OUT. TEN DAYS TIME AT $50 PER DAY WAS DEDUCTED. WE WILL EXPEDITE THE FORMAL TIME EXTENSION AND CONTRACT PAYMENTS WILL PROMTXXX PROMPTLY PROCESS AN EXTRA ESTIMATE TO MAKE THE $500 REFUND AS SOON AS IT IS CLEARED.

BOND

[illegible]

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 18 1973
CONSTRUCTION
SECTION

Routing

E

Roseburg, Oregon
June 15, 1973

To: C. T. Keasey
Construction Engineer
SALEM

SUBJECT: Extension of Time Request
Jessie M. Honeyman State Park
Contract No. 7853

Attached is a request for time extension submitted by Martin Andruss, contractor on the above project, based on delay in securing a building permit. We acknowledge an extension of time should be granted with justification as follows:

1. Delay in receiving building permit - previous correspondence in the files documents the fact that the original septic tank and ejector pump location did not meet with the local sanitarian's approval. The required building permit for the project was not secured until the septic tank was relocated. Negotiations and correspondence in connection with this change delayed arrival of the building permit until approximately January 18. Since the contract was awarded on December 5, 1972, this amounted to a delay of 44 days.

2. P.A. No. 1, Revised Septic Tank and Ejector Pump Location: Dollar value of this work amounts to approx. $2500 or 5.7% of the original contract amount. Prorating this with respect to time set up for the project we can justify granting an additional 9 days.

These two items total 53 days or 8 more than the requested 45.

Since I am sure he will need it, if we grant a time extension now, I recommend the 53 days be allowed.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc E. H. Ash

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
May 17, 1973

SUBJECT: Jessie M. Honeyman State Park
Contract #7853

To:

Mr. Alfred Shirley
Region Engineer
Roseburg, Oregon

Enclosed is a time extension request for the above mentioned project.

This contract was awarded December 6, 1972. The contractor was told he could start to work on January 3, 1973, which he did. The final drawing for the septic tank location was dated 1/5/73. The local sanitarian still didn't approve the septic tank location but admitted that the building permit would be issued. The contractor didn't come up with any prices for the septic tank move for a few days so the price agreement wasn't written until January 12th. The building permit arrived about January 18th.

Therefore I can see a 28 day extension which is directly from no building permit or septic tank site approval. (12/6/72 to 1/3/73). From January 3rd to January 18th I could see that this might be a gray area but he didn't set the first batter board until January 29th.

Then he should be granted some time for the change of the location of the septic tank and other work covered by P.A.#1. The P.A. was signed on January 12th but approval was not obtained until after January 30th as far as I can find record of now. Therefore one would have to go along with the time from Jan 3rd until order approved. Then again a week could be justified for the extra work on moving the septic tank.

I therefore would approve a time extension request for the 45 days he requests but I think that he will be applying for another extension later on. He hasn't and isn't doing anything to see that the building construction will progress to an early completion.

ROSEBURG REGION
RECEIVED

Eugene H. Ash
Eugene H. Ash

cc: Construction
Park

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

5-14-73

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7853 Contractor Martin Andruss

Highway

Section Jessie M. Honeyman State Park

Kind of Work Toilet Building

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend 26 days for time between date contract was sent to contractor for execution (December 7) and date contractor started work (January 3), plus 14 days for approval of Price Agreement No. 1, plus 9 days for the extra Price Agreement No. 1 work, for a total of 49 days.

Contract No. 7853

Project designation State
State—Federal

Date awarded December 6, 1972

Work started January 3, 1973

Per cent completed 41% 5/10/73
Date

Specified completion date May 31, 1973

Previously extended to

Extension requested to

Recommended for Approval:

John S. Holcomb
for J. X. Wilson
Division Engineer

Construction Engineer ~~or Bridge Engineer~~
Adm.

~~Asst~~ State Highway Engineer

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date May 14, 1973

Gentlemen:

We, the undersigned, respectfully request an extension of 45 days time, from June 1, 1973, to July 15, 1973, within which to complete our Contract No. 7853, described as follows:

Completion of toilet Building at Honeyman State Park

The above request is based upon the following reasons:

Lack of building permit

Respectfully submitted,

Martin D. Andruss
Contractor

By Martin Andruss, Contractor

CONSENT OF SURETY

Date May 14, 1973

We, Fidelity and Deposit Company of Maryland, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

W. L. Huggins
Wm. L. Huggins Attorney-in-fact
HUGGINS INSURANCE AGENCY

(SEAL)

not required in Oregon
Wm. L. Huggins Resident Agent

State Printing 97813

RECEIVED
DEC 29 1972
FOR FILING

7853

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 1972

Martin D. Andruss
1965 Cedar Avenue
Reedsport, Oregon 97467

Dear Mr. Andruss:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7853 for a toilet building in Jessie M. Honeyman State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Md.
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Md.
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Harley Mayfield
David Talbot

7854 Butler Bridge Slide Sec. of FAS 1972
584 south of Toledo
(Slide correction)

C&A 4539 - 8-16-72
C&A 4622 - 1-9-73

7854

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) ✓ 10-1-74
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT October 1, 1974	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. ER-267(1)
COMPLETION DATE May 11, 1973	ACCEPTANCE DATE BY CONTRACT AGENCY June 21, 1973	TIME ELAPSED 44 %	CONTRACT TIME 100
APPROVED EXTENSIONS None	LOCATION FAS 584 approximately 0.1 mile south of Butler Bridge at south City Limits of Toledo, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BUTLER BRIDGE SLIDE
FAS 584
Slide Correction

This work covered the permanent restoration of the damage caused by the January 11-23, 1972 storm at MP 1.5 on the Butler Bridge Road.

The work consisted of the construction of rock embankment asphalt concrete pavement and aggregate shoulders.

The contract was set up for 165 days and the contractor completed the work using 72 days.

The final contract amount was $31,934.21 which is a 5.8% overrun. Information of the overruns and underruns are on file in the Division office.

NOTED
H.S. COULTER

10-3-74

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-2-74	TITLE District Engineer	DATE OCT 8 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7854

September 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-267(1)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7854, Work Completed May 11, 1973

Project Butler Bridge Slide

Highway FAS 584

County Lincoln

Acceptance: Transportation Commission June 21, 1973

Federal Highway Administration May 23, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

VG:bb
Attach.
cc: V. E. Skoog

11854

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1973

SUBJECT: Fatal Accident, July 26, 1971
Kathleen Betts Thompson
Simnasho Rd.-Jefferson Co. Line Section
Warm Springs Highway
Contract No. 7584

To: Jack L. Sollis
Assistant Attorney General

FROM: CT Keasey
C. T. Keasey
Construction Engineer

Attached hereto are two letters, one dated August 10, 1973 from J. C. VanVoorhes, Attorney, and the second a copy of Cecil Head's response dated August 15, 1973.

This correspondence is related to a fatal accident which occurred on July 26, 1971, immediately following completion of a pavement overlay, Contract 7584, on this highway section. A report from J. F. Putnam, Region Engineer, dated July 3, 1973, was forwarded to you previously.

Mr. VanVoorhes is requesting information as to who was responsible for bringing the highway shoulders up to the level of the new pavement. The contract document makes no mention of this work, but the plans show the shoulder excavation and restoration to be done "by others". In this instance, as in most other overlay projects, the "others" is generally considered to be State forces.

Please review this file and respond to Mr. VanVoorhes.

CTK:fw
Enc.
cc: H. S. Coulter
Cecil Head
J. F. Putnam

[illegible]
[illegible] HEAD

7854 –

June 29, 1973

Argonaut Insurance Company
707 S. W. Washington
Portland, Oregon 97205

Gentlemen:

Contract No. 7854 awarded to F. G. Scott Construction Company for slide correction on the Butler Bridge Slide Section of FAS 384 in Lincoln County was completed on May 11, 1973, and accepted by the Highway Commission on June 21, 1973.

Final payment in the amount of $1,328.12 will be released to the contractor after July 5, 1973. The total contract amount is $31,934.21 including $5,371.81 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc F. G. Scott Construction Company
3680 Brooklake Road, N. E.
Salem, Oregon 97305

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn Dick Hacek
C. O. Fredrickson

1972 ER/FAS

OREGON STATE HIGHWAY DIVISION
PROJECT IN CTION AND REGIONAL INSPE ON REPORT

Project Name Butler Bridge Slide Contract No. 7854

Highway FAS 584 Prefix No. 521-1087

County Lincoln F.A. No. ER-267 (1)

Final inspection made on 5-23-73 By C. O. Fredrickson

in company with H. C. Johnson, P. V. Riedl, J. D. Steere, F. G. Scott, C. L. Groves, H. H. Patterson

RECEIVED
COUNTY & CITY SECTION
MAY 25 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CHECK LIST

Date			
5-11-73	Construction signs removed	not closed	Opened to traffic
N.A.	Salem Office notified to rescind construction speed zone	*	Regional Materials Certification submitted
*	Contractor removed equipment from project		*To be submitted with semifinal.
5-11-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

*Tractor & barricades remain.

Contract portion of work complete. Appearance and riding quality appear to be good. Satisfactory project.

All contract work on this project has been completed and recommendation is made for acceptance on June 1, 1973. The semi-final estimate will be submitted about June 1, 1973 .

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - C.O. Fredrickson
Res. Engineer - H. H. Patterson
Dist.Engineer - Howard Johnson

Copies sent to all named ____________

____________ Reg. Engr.
(Signed) (Title)

✓

(DIVISION FILE COPY

[illegible] 7854

FORM PR-33B
(REV. 3-63)

OSHD (Coulter)
Region
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

[illegible] Storm Damage

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 3	COUNTY Lincoln	DIVISION Oregon
DATE OF INSPECTION 5/23/73	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. ER 267(1)
IN COMPANY WITH See below			
QUALITY OF WORK * Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 44	WORK COMPLETED 100

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

JUN 14 1973
REGIONAL OFFICE

JUN 14 1973
STATE

BUTLER BRIDGE SLIDE
FAS 584
Slide Correction

A final inspection was made on May 23, 1973 with the following people in attendance:

Chuck Fredrickson, Region Engineer OSHD
Howard Johnson, District Engineer OSHD
Pat Patterson, Resident Engineer
John Steere, Lincoln City Engineer
F. G. Scott, Contractor

The project was satisfactorily completed on ~~March~~ May 11, 1973.

The materials incorporated into the project are in substantial conformance with the specifications.

The contract was set up for 165 days. The contractor completed the work using 72 days or 44 percent of the time.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
COUNTY & CITY SECTION
MAR 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REPLACES PR 13A 3-65, WHICH WILL NOT BE USED.

7854

June 21, 1973

TO Oregon State Highway Commission

FROM

F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7854, Work Completed May 11, 1973

Project Butler Bridge Slide

Highway FAS 584, County Lincoln

Type of Work Slide Correction

Contractor F. G. Scott Construction Co.

Recommended Acceptance Date June 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

1972 ER
FAS 584
Lincoln Co

Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN
Newport, Oregon 97365

June 1, 1973

Mr. Si Cox,
County-City Section,
State Highway Department,
State Highway Building,
Salem, Oregon.

RE: Butler Bridge Slide Correction Project

Gentlemen:

This letter is to notify you that Lincoln County approves the work done on the Butler Bridge Slide Correction Project and considers that the project has been completed to comply with Lincoln County requirements.

Respectfully yours,

Joseph D. Steere

Joseph D. Steere
Lincoln County Engineer

CC: Pat Patterson, State Highway Department, Newport, Ore.

Lincoln County Board of Commissioners, Courthouse

JDS:mhr

RECEIVED
COUNTY & CITY SECTION
JUN - 4 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ DPE ☐

✓

7854 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Butler Bridge Slide

WEEK ENDING: 1 Jun 73

SECTION PREFIX: 521-1087

HIGHWAY: FAS-584

COUNTY: Lincoln

NAME OF JOB: Butler Bridge Slide

KIND OF WORK: Slide Correction

CONTRACTOR: F.G. Scott Construction Co.

CONTRACT NUMBER: 7854

FEDERAL AID PROJECT NUMBER: ER - 267 (1)

DATE OF CONTRACT: 6 Dec 72

DATE WORK STARTED: 15 Jan 73

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 165

WORK DAYS USED:

CALENDAR DAYS USED: work 72

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 44

PROJECT AUTHORIZATION: $ 48,262.90

EXCLUSIVE OF ENGINEERING: $ 44,047.80

ENGINEERING AUTHORIZATION: $ 4,215.10

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,834.21

ENGINEERING COST TO DATE: $ 8,315.53

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 14 %

PERCENT OF AUTHORIZATION . . . . . . 197 %

DATE PROJECT WAS COMPLETED: 11 May 73

" " Underrun, incl. Engr. =4%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OIL AND/OR PAVE~~	MAT'L. PROD.		
	100			100	Rock Emb 100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		150	3,450		320
TOTAL QUANTITIES CORRECTED TO DATE		120	2,803		337
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		120	2,803		337
AVERAGE DAILY QUANTITIES		0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Lt. Rain			
MONDAY	clear			
TUESDAY	clear			
WEDNESDAY	Sctd. clouds			JUN 4 1973
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Hardt Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 27 73 SUNDAY	
28 MONDAY	
29 TUESDAY	
30 WEDNESDAY	
31 THURSDAY	
Jun 1 73 FRIDAY	
2 SATURDAY	

REMARKS

Contractor has crowler tractor remaining on project. Lincoln County removed from
project damaged guard ral & pipe
Semi-final Estimate mailed 1 June 73

THIS IS FINAL WEEKLY REPORT

SIGNED H. H. Patterson LOCATION Newport, Ore. 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE COPY

7854

5-25-73

FORM PR-33B
(REV. 3-68)

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 3	COUNTY Lincoln	DIVISION Oregon
DATE OF INSPECTION 5/23/73	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. ER 267(1)
IN COMPANY WITH See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 44 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

BUTLER BRIDGE SLIDE
FAS 384
Slide Correction

A final inspection was made on May 23, 1973 with the following people in attendance:

Chuck Fredrickson, Region Engineer OSHD
Howard Johnson, District Engineer OSHD
Pat Patterson, Resident Engineer
John Steere, Lincoln City Engineer
F. G. Scott, Contractor

The project was satisfactorily completed on ~~March~~ May 11, 1973.

The materials incorporated into the project are in substantial conformance with the specifications.

The contract was set up for 165 days. The contractor completed the work using 72 days or 44 percent of the time.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
JUN 13 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

RECEIVED
JUN 14 1973
Office of
Assistant State Highway Engineer

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7854

May 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. ER-267(1)

SUBJECT Request Contract Acceptance

RECEIVED
STATE HWY ENGR
MAY 29 '73
REFER TO Coulter
FOR
Info Inves R/D D/R Sign Act File

cy to — 5-29-73

cy orig

5-29-73
cy Constr

Contract 7854, Work Completed May 11, 1973

Project Butler Bridge Slide

Highway FAS 584

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date **May 23, 1973**

NOTED
H.S. COULTER

Conditions not acceptable: **None**

G. K. Hossner
for G. L. Green
Division Engineer

BMW:dg

cc F. B. Klaboe
L. H. Young
V. Gallagher

5

OREGON STATE
HIGHWAY DIVISION

7854

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 26, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. ER-267(1)

SUBJECT Request Change Order Approval

Contract 7854, Extra Work Order No. 4

Project Butler Bridge Slide

Highway FAS 584

County Lincoln

The contract work calls for the extension of a 24-inch culvert located at station 7+60. When this culvert was uncovered it was found that a section had been crushed by slide movement. This Order covers the cost of furnishing and installing additional 24-inch culvert pipe and the work required to construct a detour for use during the time the culvert work is in progress. Work covered by this order was not anticipated at the time contract was awarded.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 19, 1973.

Your approval as of January 19, 1973 is requested.

Attach.
BMW:pr

7854

STATE COPY

FORM PR-33A
(REV. 3-68)

OSHD (Johnson)
~~Region~~
Wash DC

2-16-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

ch

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Lincoln	Division Oregon
Date of Inspection 2-16-73	Inspection Made By P. V. Riedl, Area Engineer		Project No. ER 267(1)

In Company With
C. L. Groves, Inspector - Discussed with H. H. Patterson, Resident Engineer

Location
Butler Bridge Section of FAS 584 approximately 0.1 mile south of Butler Bridge over the Yaquina River at south city limits of Toledo, Oregon

Contractor Name and Address
F. G. Scott Construction Co., 3680 Brooklake Road, Salem, Oregon

Award Date 12-6-72	Contract Amount $30,186.00	Time Allowed 165 Cal Days	Time Started 3-1-73	Work Started 1-15-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed Not started %	Work Completed 12%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Storm Damage Repair	5221				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT
MAR 05 1973
REGIONAL OFFICE

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

3-6-73 [illegible]

BUTLER BRIDGE SLIDE
FAS 584
Slide Correction

This work is to cover the permanent restoration of the damage caused by the January 11 to 23, 1972 storm at mile post 1.5 on the Butler Bridge Road.

The work consists of the construction of rock embankment, asphalt concrete pavement and aggregate shoulders.

NOTED
H. S. COULTER

1. Completed Work

   Drainage 90% Complete

2. Work in Progress

   There was no work in progress at this time because of a right of way conflict which being resolved at the present time.

(more)

REPLACES PR-33A(1)

3. Comments and Recommendations

This project was set up for a start work date of March 1, 1973; however, the contractor chose to move into the project and attempt to do as much work as possible during the winter months thus there is no time charge at the present time. The contractor moved into the project and worked on the drainage features set up under the contract in order to relieve the problem of the saturated fill. It was found after excavating down to the existing pipe that additional pipe was damaged beyond what was shown in the original investigation. Thus an extra work order was submitted covering the additional pipe necessary to take care of the collapsed pipe and otherrelated work in connection with replacing this pipe for an approximate cost of $4,000. Also an extra work order was approved covering the cleaning of the existing pipe for $100. An extra work order was also prepared covering the furnishing of guardrail set up as a contingent item in the contract for $125. An extra work order has been approved covering the flagging for $240. A State Force order for placing horizontal drains has been approved for a cost $11,000 and a State Force order for seeding and mulching for $400 has been approved.

The required signs are on the project and the EEO requirements have been met.

Materials incorporated into the project at the present time meet the required specifications.

As soon as the right of way problems are resolved the contractor will begin placing the rock embankment on the project. There apparently was a discrepancy in the ownership of the right of way that was established on the plans. This matter is presently being resolved and as noted above as soon as this matter is care of the contractor will again continue with work on the project.

7854

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 1, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. ER-267(1)

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7854 Extra Work Order No. 3

Project Butler Bridge Slide

Highway FAS 584

County Lincoln

The order covers cleaning slide debris out of the existing culvert prior to extending the culvert.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 16, 1973.

Your approval as of January 16, 1973 is requested.

Attach.

JK:dgk

1-12-73

5 (Rev. 8-70)

G-1P

OREGON STATE HIGHWAY DIVISION

G.K. Hossna

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7654

1-30-73

Order No. 1

Section Butler Bridge Slide

Date 27 December 1972

Highway FAS 524

F.A.P. No. ER-257(1)

County Lincoln

Prefix 521-1087

Account No. 234-01

Description of Work To Be Done:

Horizontal Drains and Outfall.

Location by Station Numbers:

Project Limits

Estimate of Quantities and Costs:

Materials, Labor & Equipment Rental	$11,000.00

Explanation: State is better equipped to perform this work than is the contractor. Anticipated item, funds are available in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $18,252.90

Present estimate of project cost, including $11,000.00 for work under this order $ same

Expected under-run / over-run (amount) . . . . . . $ none

Expected under-run / over-run (per cent) 0.0

Space to right of this line is for use of Salem Office

Submitted by: W. H. Pattison Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

O.24. State Hwy

Form A-103 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

[illegible]ingent upon modification of project agreement if additional funds are required.
G K Hossner
G. K. Hossner
Dist. Engineer
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 1934

Order No. 1-30-53 ~~X~~ 2

Section Butler Bridge Slide

Date 27 December, 19 72

Highway FAS 584

F.A.P. No. ER-257(1)

County Lincoln

Prefix 521-1087

Account No. 238-[illegible]-02
224-[illegible]-02

Description of Work To Be Done:

Seed, fertilize & mulch slopes.

Location by Station Numbers:

Project Limits.

Estimate of Quantities and Costs:

Materials, Labor & Equipment Rental $400.00

Explanation: State can perform this work more economically than can the contractor due to the small area involved.
Anticipated item, funds available in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 48,252.90

Present estimate of project cost, including $ 400.00 for work under this order $ same

Expected under-run / over-run (amount) . . . . . . $ none

Expected under-run / over-run (per cent) 0.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Approved: Construction Engineer
Asst. State Hwy

ER/Fas 584
521-1067 Lincoln Co

FORM E-80 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REGION 2 ENGINEER
RECEIVED
JAN 29 1973
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Newport, Or. 97365
26 Jan 73

SUBJECT: R/W History
Owner: Donald D. Thurston
% J. H. St. Clair, C.P.
Butler Bridge Slide Section
Contract No. 7854

To: ~~MEMO TO THE FILE:~~

(6-23-72) Location survey submitted. The proposed R/W was drawn on the detail map, but was inadvertently left unlabeled.

(11-30-72) Bids received.

(12-6-72) Contract awarded.

(12-18-72) Field crew staking project, noted that work will exceed R/W as indicated by corners set in the field (old R/W).

(12-19-72) I called Region Office and was referred to County and City Section where a letter is on file from Lincoln County Commissioners. Said letter, dated 7-19-72, certifies "That all incidental charges related to the transfer of property have been paid by the County pursuant to sub-section 30 of the Federal-aid Highway Act of 1968". I was told that we do not furnish descriptions for the proposed R/W except upon specific request from the County. Later questioning revealed that such a request had been received but had not been fulfilled.

(12-20-72) Pre-construction conference at Region Office. Contractor was informed that there was a R/W problem which might cause some delay in his work schedule.

(12-22-72) Contacted County Engineer's office and was told that no initial contact had been made with St. Clairs as yet due to long hours being worked by Mr. St. Clair.

(12-26-72) County Engineer's office advises that initial contact has been made with Mrs. St. Clair, but no agreement has been reached. Gordon Macpherson, local attorney and State Representative, has Power of Attorney from legal owner Thornton.

(12-29-72) County advises no agreement yet. Relayed this word to the contractor, who had planned to begin work on the property next Monday. Confirmed this notification by letter to contractor dated 1-2-73.

(1-3-73) County Engineer advises that St. Clair's are willing to settle, but want assurance that their water supply will not be disturbed. They get some water from a small plastic pipe inserted in an 8" perf in the northerly part of the slide area. I told Mr. Steere to write up a clause that he thought would be acceptable to St. Clair's and to let us look it over before presenting it for

cc C. T. Keasey
H. S. Coe

RECEIVED
COUNTY & CITY SECTION
FEB 1 - 1973
☑ ENGR. ☑ COOR. ☑ JE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

signature.

(1-17-73) County Engineer advises that an agreement has been reached with St. Clair's and that only Macpherson's signature is missing. Water question was handled by assuring St. Clair's that they would have the same right after the project that they had before.

(1-26-73) County Engineer's office advises that St. Clair's signatures have been obtained, but not Macpherson's. Earlier indications had been that Thornton's interest in the property was nearly paid off by St. Clair's, and that Macpherson would therefor sign without question. Am now advised that contact with Thornton will be necessary. County Engineer and Commissioners are pursuing this matter with Macpherson, progress is impaired by Macpherson's duties in the State Legislature.

H. H. Patterson

H. H. Patterson
Resident Engineer

cc: Gerald Wimer

7854

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 22, 1973

Federal-aid Project
No. ER-267(1)

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7854 State Force Order No. 1

Project Butler Bridge Slide

Highway FAS 584

County Lincoln

The order covers the construction of horizontal drains and outfalls by State forces. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. The State has the necessary special boring equipment and trained personnel to perform the work most economically. This work was anticipated.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $11,000 with Federal participation $11,000. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 12, 1973.

Your approval as of January 12, 1973 is requested.

Attach.

JK:dgk

7854

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 22, 1973

Federal-aid Project
No. ER-267(1)

FROM
L. H. Young
Office Engineering

SUBJECT Request Change Order Approval

Contract 7854 State Force Order No. 1

Project Butler Bridge Slide

Highway FAS 854

County Lincoln

The order covers seeding, fertilizing and mulching slopes by State forces. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. The State has the necessary trained men and specialized equipment to perform the work most economically. This work was anticipated.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $400 with Federal participation of $400. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 12, 1973.

Your approval as of January 12, 1973 is requested.

Attach.

JK:dgk

5

Form E-206—5M 7854 G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G. K. Hossner

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Butler Bridge Slide
Date: 9 Jan, 19 73
Highway: FAS 584
Contract No.: 7854
County: Lincoln
Prefix: 521-1087
Contractor: F. G. Scott Construction Co.
F. A. Project No.: ER-267(1)
Address: 3680 Brooklake Rd., NE, Salem, OR, 97305
Order No.: 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO Young
FOR

Orig to

Description of work to be done:

Furnish Guard Rail members.

Location by station numbers:

Project Limits.

Estimate of quantities and cost:

100 Lin Ft	$125.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Replacement of materials (unusable due to factors beyond the control of the contractor), per Section 625.31 of the Standard Specifications. Material shall conform to Section 710.01 of the Standard Specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $48,262.90
Present estimate of project cost, including $125.00 for work under this order: $ same
Expected under-run / over-run amount: $ none
Expected under-run / over-run per cent: 0.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: Deputy State Highway Engineer. ~~Assistant State Highway Engineer or~~ Engineer

SP*23577-734

FOR FILING

7854

4 M

12-12-72

January 9, 1973

Board of County Commissioners
Lincoln County
Courthouse
Newport, Oregon 97365

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4622

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on the Taft-Schooner Creek Section, Butler Bridge Slide Section and at M.P. 8.5 on Yaquina Bay Road.

We have retained the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

#7854

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-1-2	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-21-72	COUNTY Lincoln
		PROJECT NO. ER-267(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.4 Mi. S. Toledo to S.E. 4.3 Mi.
Butler Bridge Slide Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-11-72	
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-8-72	0.29
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 53,735.00	FEDERAL FUNDS $ 53,735.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
G. L. Green (Division Engineer)

Date executed by Division Engineer DEC 21 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. ER-267(1)

BUTLER BRIDGE SLIDE SECTION
OF COUNTY FAS ROUTE 584 IN LINCOLN COUNTY

Salem, Oregon, December 11, 1972

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,400.00

Type Code 5001
Temp. & Perm. Repairs (MP 1.5, 2.3 and 5.8).

Labor	All Required		$ 1,389.00
Equipment	All Required		2,162.00
Material	All Required		419.00
	Total		$ 3,970.00

Type Code 5221
Permanent Repairs (Sta. 5+00 to Sta. 8+50)(MP 1.5)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Rock Embankment in Place	3,450 cu.yd.	5.00	17,250.00
Trench Excavation	70 cu.yd.	15.00	1,050.00
Aggregate Shoulders	150 cu.yd.	10.00	1,500.00
Class "B" Asphalt Concrete	320 ton	13.50	4,320.00
24-inch Culvert Pipe	44 lin.ft.	14.00	616.00
Salvaging Guard Rail	350 lin.ft.	0.80	280.00
Guard Rail, Type 1, Salvaged Guard Rail	350 lin.ft.	4.00	1,400.00
Guide Posts	18 only	15.00	270.00
			$30,186.00
Flagging (60% of Contractor's Cost)	All Required		$ 240.00
Temporary Erosion Control	All Required		200.00
			$ 440.00
	Subtotal		$30,626.00
	Engr. & Cont.		3,062.00
	Total		$33,688.00

Length of Project - - - - 4.3 Miles Intermittent

Retain in Program

Horizontal Drains and Outfall	All Required	$11,000.00
Seeding and Mulching	All Required	400.00
Furnish Guard Rail Members	All Required	125.00
	Subtotal	$11,525.00
	Engr. & Cont.	1,152.00
	Total	$12,677.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
P.E.	$ 3,400.00	$ 3,400.00
Temp. & Perm. Repairs	3,970.00	3,970.00
Perm. Repair (Contract)	33,688.00	33,688.00
Retain in Program	12,677.00	12,677.00
Totals	$53,735.00	$53,735.00

Prefix: 538-1433 P.E.
Prefix: 21-9501-02
Group 1 - 100%
Contract No. 7854
Prefix: 521-1087

RECEIVED

FOR FILING

7854

December 6, 1972

F. G. Scott Construction Company
3680 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on December 5, 1972, accepted your proposal for the Butler Bridge Slide Section of FAS 584 in Lincoln County for the sum of $30,186 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7854.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
J. B. Boyd
H. H. Patterson
Wm. Geibel (SAIF)

ER-FAS

Form FHWA-121 (12-67)
UNITED STAT GOV NMENT

Memorandum

U DE RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 27, 1972

In reply refer to: 10-35-EC/710.17

FROM : for CR Burghardt
G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon 1972 Emergency Relief Program

Our Washington office approved effective October 6, 1972, the program changes described in your PR-9s for the following projects advancing the total project to Stage 2 status:

	Item	Project	Location	Amount of Increase	Total Amount for Project
Clatsop	22	ER 265(1)	Jewell-Tide Port Sec.	94,027	108,877
Lincoln	25	ER 267(1)	Butler Bridge Sec.	44,357	51,727
				$138,384	$160,604

An allotment of $138,384 of Code 098 funds has been made to the Regional Administrator.

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☑ UE
☑ OPE ☑ CE ☒ RE ☒ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Washington, D.C., 20590
Monthly Transaction Number NP-10-2-10

October 16, 1972

10-00.331

Mr. L. E. Lybecker
Regional Federal Highway Administrator
Portland, Oregon

HNG-12

D.W. Loutzenheiser, Director
Office of Engineering
By: James J. Crowley, Chief J. J. CROWLEY
Federal-Aid Division

Oregon Emergency Relief Program
Floods and Storms of January 11-24, 1972

The PR-9's to revise program Items 22 and 25, Projects ER-265(1) and ER-267(1), transmitted with Mr. F. G. Schmalz's memorandum dated October 6, are hereby approved and the construction line items are advanced to Stage 2 per his recommendation.

Therefore, in accordance with our finding of March 27 that an allotment of emergency relief funds was warranted under the provisions of Sections 120(f) and 125 of Title 23, U.S. Code, to provide for 100 percent financing of the cost of repair and reconstruction, an allotment of $138,384 of appropriation code 098 funds to you as Regional Federal Highway Administrator is hereby approved to provide financing of the approved projects. (Form PR-370 having Advice Number 098-10-3-10 will follow.)

Attachments: PR-9's

RECEIVED
OCT 26 1972
OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☒ RE ☐ RPE ☐

MONTHLY TRANSACTION NO. NP-10-2-10

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

9-15-72

RECEIVED
COUNTY & CITY SECTION
OCT 20 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REQUE
OF INDIVIDUAL
(PP

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd. .4 Mi. S. Toledo to S.E. 4.3 Mi. 65
ADT 3,600
FUTURE (66) 5,400

CARD 3
CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., Temp. & Perm. Flood Repair 62
NATL. FOREST (63) (65)
FOR MISCELLANEOUS FUNDS ONLY
FH ROUTE NO (66) (68)
SUPV AGCY 69
DA CLASSIF. 70
DA AREA 71
EMERG. YR. 72 72-1 73

CARD 4
CLASS OF FEDERAL FUNDS [1] Emergency Relief
COUNTY NAM
NAME OF URBAN AREA 17-31
F.A. SYSTEM Secondary

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTA
1	(14&15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE		Stage 2	25	ER-267(1)	Co.Rd. .4 Mi. S. Toledo to S.E. 4.3 Mi. (MP 1.5 to MP 5.8)	*4.3	3
					ROW		Stage 2	Temp.&Perm.				3
					CONST		Stage 1	Perm.				25
										PROJECT TOTAL	*4.3	32
5					PE		Stage 2	25	ER-267(1)	Co.Rd. .4 Mi. S. Toledo to S.E. 4.3 Mi. (MP 1.5 to MP 5.8)	*4.3	3
					ROW							
					CONST		Stage 2	Temp.&Perm.				3
							Stage 2	Perm.				44
												(18)
										PROJECT TOTAL	*4.3	51

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐
1 — COLUMN 14 ——→ CODE 11

PROJECT WITHDRAWN YES ☐
CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
Add to the Character of Proposed Work
the latest estimate.
*Intermittent sections.

DATE OF INITIAL APPROVAL: July 24, 1972

OTHER:

PROGRAM REVISION REQUESTED
DATE September 15, 1972
SIGNATURE L. G. Young
Programing Engineer

REC
DATE
SIGNATURE C R Bu
TITLE Engineering

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
OCT 2 0 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1976
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ADT	3,600	5,400	92	10	Oregon	35	098	25

FOR MISCELLANEOUS FUNDS ONLY

Y ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI. MI.	DESIG.
			72-1		ER-	267(1)		

COUNTY NAME: Lincoln
CODE: 041

EM	RTE NO.	FEDERAL AID	STATE	U.S.
Secondary	S	584	Co.Rd.	

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
.4 Mi. S. Toledo E. 4.3 Mi. .5 to MP 5.8)	*4.3	3,400 3,970 25,000	3,400 3,970 (25,000)		P.E. All phases, Temp. and perm. flood damage repair, consist. of slide & debris removal, emb. const., drain., base, pave., guardrail for const. of two 12' lanes HT pave. with 3' shoulders.
PROJECT TOTAL	*4.3	32,370	7,370		
H. .4 Mi. S. Toledo E. 4.3 Mi. 1.5 to MP 5.8)	*4.3	3,400 3,970 44,357	3,400 3,970 44,357		P.E. All phases. Temp. and perm. flood damage repair, consist. of slide & debris removal, emb. const., drain., base, pave., & guardrail for const. of two 12' lanes HT pave. with 4' shoulders.
PROJECT TOTAL	*4.3	51,727	51,727		

ASON FOR CHANGE:
d to the Character of Proposed Work the permanent repair work and revise the construction cost to
e latest estimate.
-OVER-
ntermittent sections.

REQUESTED	RECOMMENDED		APPROVED	
15, 1972	DATE	SEP 22 1972	DATE	OCT 16 1972
	SIGNATURE	C R Burkhardt	SIGNATURE	D.W.Loutzenheiser,Dir. ~~Office of Engineering~~
	TITLE	Engineering Coordinator	TITLE	BY: James J. Crowley,Chief ~~Federal-Aid Division~~

both classes of funds involved.

USCOMM-DC 48009-P51

11-14-72

RECEIVED
NOV 21 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-267(1)

STATE PROJECT NO.: BUTLER BRIDGE SECTION

FROM:
GLEN L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: LINCOLN

ITEM NO.: ER-25

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO: # 78541

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
NOV 17 '72
REFER TO
FOR
Info | Sig | Rec | Dr | Rev | Act | File

DATE PS&E APPROVED: NOVEMBER 8, 1972	DATE AUTHORIZATION EFFECTIVE: NOVEMBER 8, 1972	FEDERAL ROUTE NUMBER: SECONDARY ROUTE #584 STATE ROUTE NUMBER: COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $240.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $240.00
TEMPORARY EROSION CONTROL $200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 7, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

11-17-72
Young

DATE: 11-14-72	SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for	TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Er 1

(Form ER-1)

COST SUMMARY

F.A. Project No. ER 267[illegible]
FAS Route No. 584 M.P. 2 to 6
County Lincoln
Date November 9,1972

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
	Payrolls 1/15, 1/31 & 2/15/72	$ 1352.21
	See Attached Sheet for Warrant Numbers	
------------		1845.80
	County Equipment Rental Jan. & Feb. 1972	
	Pickups 772 Miles @.075 = 57.90	
	6 cy Du Trk 115 Hours @3.90 =448.50	
	Over 8 cy Du Trk 18 Hrs. @7.50 =135.00	
	Med Grader 44½ Hrs. @7.60 =338.20	
	1-1½ cy Loader 46 Hrs. @5.00 =230.00	
	2-2½ cy Loader 4 Hrs. @8.50 = 34.00	
	Over 2½ cy Loader 47 Hrs. @11.30 =531.10	
	Tractor/Trailer 3 Hrs. @11.70 = 35.10	
	Power Saws 36 Hrs. @1.00 = 36.00	
	Yaquina Head Quarries	
27434	115760 Lbs. 1 "-0 Rock @.085	98.40
27434	27050 Lbs. 1½"-0 Rock @.825	22.32
27603	200840 Lbs. 1 "-0 Rock @.0875	175.74
27603	528870 Lbs. 1½"-0 Rock @.085	449.54
	Total Temporary Work	$ 3944.01
	Date Completed 2-15-72	

RECEIVED
COUNTY & CITY SECTION
NOV 28 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Lincoln County

FAS Route No. 584 M.P. 2 to 6

Warrant No. for Payroll 1/15/72
24279 - 24268
24273 - 24253
24249 - 24256
24289 - 24277
24245 - 24264
24271 - 24284
24296 - 24263
24278 - 24254
24283 - 24244
24252

Warrant No. for Payroll 1/31/72
27356 - 27360
27333 - 27330
27326 - 27349
27372 - 27369
27354 - 27341
~~242~~ 27329
27331 - 27365

Warrant No. for Payroll 2/15/72
27470 - 27464
27447- - 27440
27484 - 27468
27453 - 27478
27455 - 27455
27478 -274XXXXX

Total:$1352.21

(Form ER-1)

ER/FAS

COST SUMMARY

F.A. Project No. ER-267(1)　**County** Lincoln

FAS Route No. 584 - Butler Bridge Slide Area CR 520　**Date** November 9, 1972

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK - Fill Failure	
27734-27749 27727-27711	Payroll March 31, 1972	$ 82.12
--------------	County Equipment Rental March, 1972	127.20
	6 cy Du Trk 12 Hrs. @3.90 = 46.80	
	Over 8 cy Du Trk 6 Hrs. @7.50 = 45.00	
	Roller 2 Hrs. @6.00 = 12.00	
	Truck/Trailer 2 Hrs. @11.70 = 23.40	
	Oceanlake Paving Co.	
27574	54.071 Ton Asphalt Concrete @7.75	419.05
	Total Temporary Work	628.37
	Date Completed 3-31-72	

RECEIVED
COUNTY & CITY SECTION
NOV 23 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REFERRED TO Co-City
BY SECRETARY

August 29, 1972
(date)

Lincoln County Board of Commissioners
Courthouse
Newport, Oregon 97365

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records. ✓

Highway FAS 584 (Emergency Relief) Lincoln County

Section Butler Bridge Slide Slide Correction

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
AUG 31 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

8/30/72
(date)

By Mike Miller

By Allen R. Strand
Commissioner

By Judy [illegible]
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
AUG 22 1972

FOR FILING

7854

MISC. CONTRACTS and
AGREEMENTS No. 4529

August 16, 1972

Board of County Commissioners
Lincoln County
Courthouse
Newport, Oregon 97365

Attention: Alberta M. Bryant
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Butler Bridge Slide Section on the Toledo-Elk City Road, FAS 584.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7854

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 10, 1972

In reply refer to: 10-35-FA/710.17

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: 1972 Emergency Relief Program

Six Emergency Relief Program items were approved on July 24 and August 2:

Item	Project	Location	Work	Amount
25	ER-267(1)	Butler Br. Slide Sec.	PE-Temp. & Perm. Flood Rep.	$7370 ($25,000 Stage I)
26	ER-268(1)	Meda Look- Dolph Sec.	"	$17,248
27	ERFO 269(1)	Happy Hollow- Dolph Sec.	"	$8635
29	ER-271(1)	Brooten Slough Br.	"	$11,925
22	ER-265(1)	Jewell-Tide Port Sec.	PE-Right of Way Temp.& Perm Flood Repair	$14,850 ($83,500 Stage I)
30	ER-272(1)	Riggs & Charnley Point Slide Sec.	PE-Temp. & Perm.Flood Repair	$8032

The permanent repair work for Item 22, ER-265(1) and Item 25, ER-267(1) were programed in Stage I. These funds must be advanced to Stage 2 status before approval of PS&E documents. Please be reminded that it requires 2 to 3 weeks to accomplish this following our receipt of your request for this action.

An allotment of $59,425 of Appropriation Code 098 and $8635 of Appropriation Code 099 funds has been made to our Regional office.

Approval of the State Force Orders and authorization to proceed with the permanent repair work will be granted on an individual project basis.

NOTED
E. S. HUNTER
8-16-72

cc Young
Cox
Boyd

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

8-15-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

7-19-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. ER - FAS 584, Toledo-Elk City Road

Project Name Butler Bridge Slide Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon,

this 19th day of July, 1972

Lincoln County

Mike Miller
Chairman

Albert R. Strand
Commissioner

____
Commissioner

Copy to:- John Oaks
C.G. Swenson
RN Chase
J.B. Boyd
H.H. Patterson
John Canfield

(5/12/70)

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL - AI
(P

DATE SUBMITTED TO W.O.

6-19-72

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. .4 mi S. Toledo to S. E. 4.3 mi 65	**ADT**	PRESENT 3,600	FUTURE (66) 5,400 (70)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. Temp. & Perm, Flood Repair 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)
					EMERG. YR. (72) 72-1 (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERA 58

ESTIMATED PROJ

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE** Stage 2		Co. Rd. .4 mi. S. Toledo to S. E. 4.3 mi. (MP 1.5 to MP 5.8)	*4.3	3,400	3,400
5					**ROW**					
5					**CONST** (CODE) Stage 2 Temp.&Perm. Stage 1 Perm.		(Butler Bridge Slide Section)	*4.3	3,970 25,000	3,970 (25,000)
							PROJECT TOTALS	*4.3	32,370 (16) (23)	7,370 (24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*Intermittent sections, total length of construction 0.29 mile.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

2

65

ADT

PRESENT: 3,600

FUTURE: (66) 5,400 (70) YEAR: (71) 92 (72)

REGION: 10

STATE NAME: Oregon

STATE CODE: (2) 35 (3)

APPN CODE: (4) 098 (9)

ITEM NO.: (14) 25 (18)

V AGCY (69) | DA CLASSIF. (70) | DA AREA (71)

EMERG. YR.: (72) 72-1 (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): 14 ER- 23 | NUMBER: 7 267(1) | SEQ. NO.: 13

I. Projects Only: POST MI.: (24) (26) DESIG.: 27

COUNTY NAME: Lincoln — CODE: 041 (14) (16)

PROGRAM STAGE: X 1 OR X 2

ROUTE NO.: S FEDERAL - AID: 584 (32) | STATE: Co. Rd. (36) | (37) U.S. (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
*4.3	3,400	3,400			P.E. all phases. Temp. and Perm. flood damage repair, consisting of slide and debris removal, emb. const., drainage, base, pave, guard rail for const. of two 12' lanes HT pave with 3' shoulders Work to be done by advertised contract and county forces.
*4.3	3,970 25,000	3,970 (25,000)			
*4.3	32,370	7,370			
(16)	(23)	(24) (33)			

*Intermittent sections, total length of construction 0.29 mile.

REMARKS Restoration is necessary because of damage caused by unusually heavy rainfall and resulting excessive run-off during the period January 11 to 23, 1972.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Existing Facility: Variable 24' oiled surface with 2' shoulders to 16' gravel surfac roadway.

Project Data: This project resulted from abnormally heavy rainfall with accompany stream flooding and saturation of the soil which resulted in an embankment set tlement and cut slides. Following is a tabulation of the damaged location and major damage which occurred.

MP	Restoration Temp.	Restoration Perm.	Type of Damage	Approx.
1.5	X		Emb. settlement & severed culvert	1,00
2.3	X	*	Cut slide	20
5.8	X	*	Cut slide	30

*Restoration completed in one continuous operation.

Temporary repair cost to restore traffic at MP 0.5 is as follows:

Labor	$ 82
Equipment	127
Material	419
TOTAL	$628

*Temporary and permanent restoration of the roadway at MP 2.3 & 5.8 in tinuous operation is as follows:

Labor	$1,307
Equipment	2,035
Material	-
TOTAL	$3,342

Permanent restoration at MP 1.5 is to be done by regular advertised cont the P.E., temporary repair at MP 1.5 and the completed restoration at M and 5.8 are being programed in Stage 2.

Stage 1. Permanent restoration at MP 1.5 is estimated to cost $30,000. is being conducted to see what is needed.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State clearinghouse working agreement dated February 19, 1971.

ER/FAS-C

RECEIVED
COUNTY & CITY SECTIO
APR 21 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☑ RE ☐ RPE ☐

COUNTY ROAD ER ~~FAS-~~C PROJECT REQUEST

Name of County Lincoln FAS No. 584 Date April 1972

County Road Name Toledo Elk City Rd.

Section Name Butler Bridge

Type of Project Slide Correction & Repair

Location of Project (Attach sketch map)

ADT 700+ Design Speed 45 MPH.

Is this request for county bridge design only? Yes ___ No ✓

County FAS bridge design? Yes ___ No ✓

I. ROAD PROJECT DATA

1. Traveled Surface: Type A/C Width 24'

2. Shoulders: Type gravel Width 3'

3. Grading & Drainage:
   By County ___ County Date of Completion ___ By Contract X

4. Bottom Base Course:
   By County ___ County Date of Completion ___ By Contract X
   Has base design been given to County? Yes ___ No ___
   Will it be furnished? Yes ___ No ___

5. Leveling Course:
   By County ___ County Date of Completion ___ By Contract X

6. Binder Course:
   By County ___ County Date of Completion ___ By Contract X

7. Traveled Surface & Shoulders:
   By County ___ County Date of Completion ___ By Contract X

8. Clearing:
   By County ___ County Date of Completion ___ By Contract ___

9. Curbs:
   Curbs Required? Yes ___ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ___
   Width between curbs ___

10. Are pedestrian walkways necessary? Yes ___ No X

11. Are there any structures to be replaced or altered? Yes ___ No X

12. Will replacement be by: County ___ Contract ___
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes__X__ No_____

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes__X__ No_____

By County________ Contractor__X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes__X__ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No__X__

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be maintained by County? Yes_____ No_____

26. Will detour be maintained by Contractor? Yes__X__ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes__X__ No_____

29. Should contract provide for permanent signing? Yes_____ No__X__

30. Should State do permanent signing? Yes_____ No__X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream
2. Name of bridge
3. Dimensions of existing bridge. Length ______ Roadway Width ______
4. Type of design and material used in existing bridge.
5. Location (please attach map with location marked):
Section ______ Township ______ Range ______ W.M.
6. Desired width of bridge
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes ______ No ______
Upstream ______ Downstream ______ Width ______
8. Does County wish a particular type of bridge design? Yes ______ No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes ______ No ______
Explain
10. Foundation Testing: By County? Yes ______ No ______
By State? Yes ______ No ______
11. Will County close road during construction? Yes ______ No ______
12. Can presently established road be used as detour? Yes ______ No ______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be maintained by County? Yes______ No______

15. Will detour be maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed? Yes________ No________

26. Does County wish complete job of illumination in project? Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____
____
____
____

Remarks re Section II: ____
____
____
____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No______
   By County? Yes______ No______
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ________ No__X_____

3. Construction plans and specifications to be prepared:
   By State? Yes___X_____ No________
   By County? Yes________ No________

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No__X____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No__X____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum ______

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed__X__

4. Should State prepare options? Yes__X__ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No__X__

6. Should material source site be included in right-of-way descriptions? Yes_____ No__X__

7. Is there any merchantable timber on right-of-way? Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__X__
    If yes, give type and name of utility company:______________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No__X__
    If yes, give type and name of utility company:______________________

13. Are utilities on existing right-of-way by permit ______ or by franchise______
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district______________________
    and dates between which water can be turned off: From______________
    To______________

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad______________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No X

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ____ Quarry ____ Cinders ____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ____ Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ____

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V ____

VI. FINANCIAL DATA

1. Estimated Cost: $ 30,000.00

2. Available FAS Funds $ ____

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ____

4. Date match money is available ____

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ____

7. Date County requests letting: ____

Remarks re Section VI ____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____

ER work - would expect 100% Financing by FHWA

This application is not complete without an attached exhibit showing location of project.

By Mike Miller
County Judge or Comm. Chairman

By Albert R. Strand
County Commissioner

By ____
County Commissioner

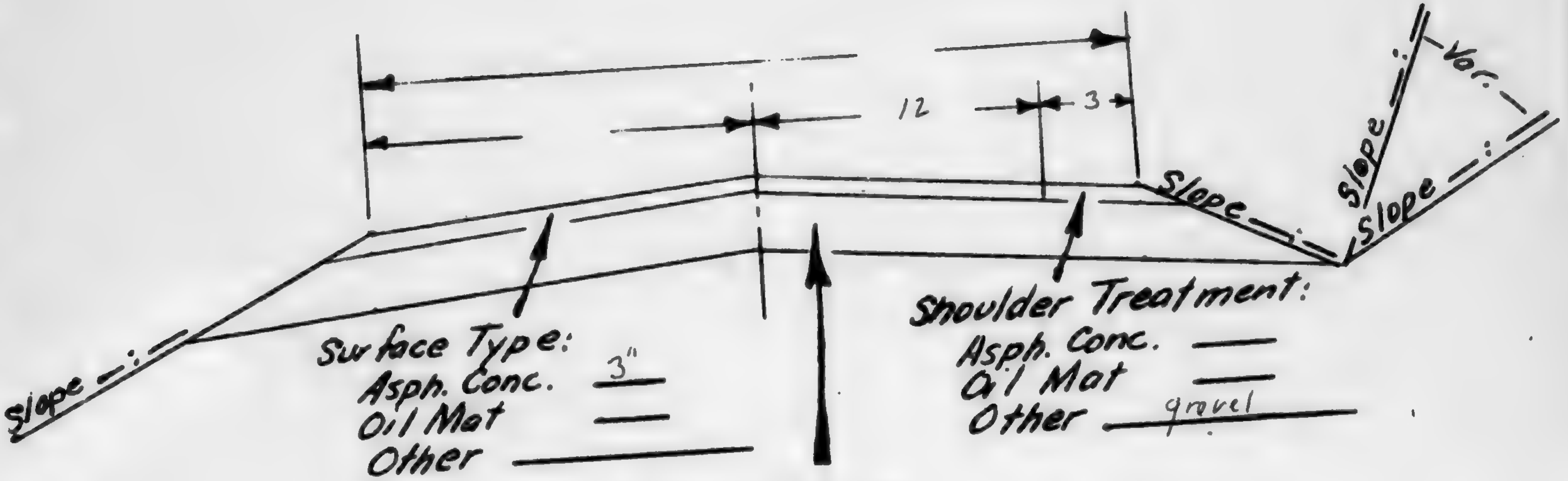
____
O.S.H.D. Field Engineer

Date ____

By Joseph D. Stone
County Engineer or Roadmaster

County Lincoln
Date ____

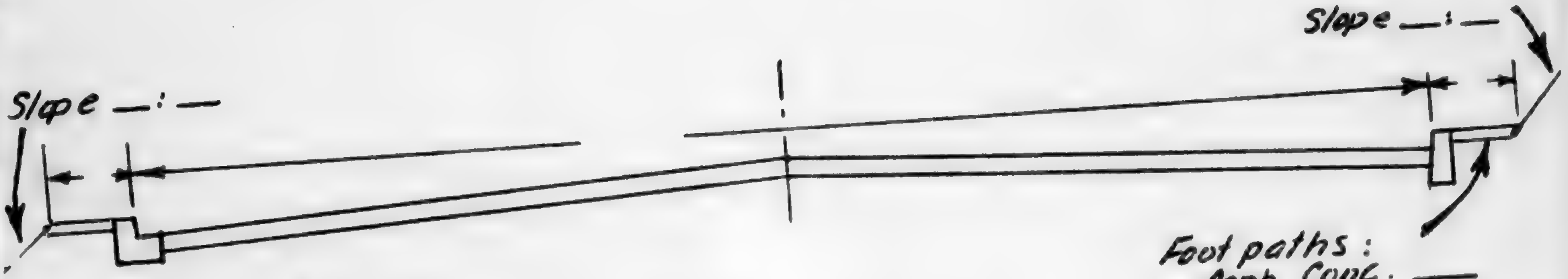
TYPICAL SECTION



Surface Type:
Asph. Conc. 3"
Oil Mat ____
Other ____

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other gravel

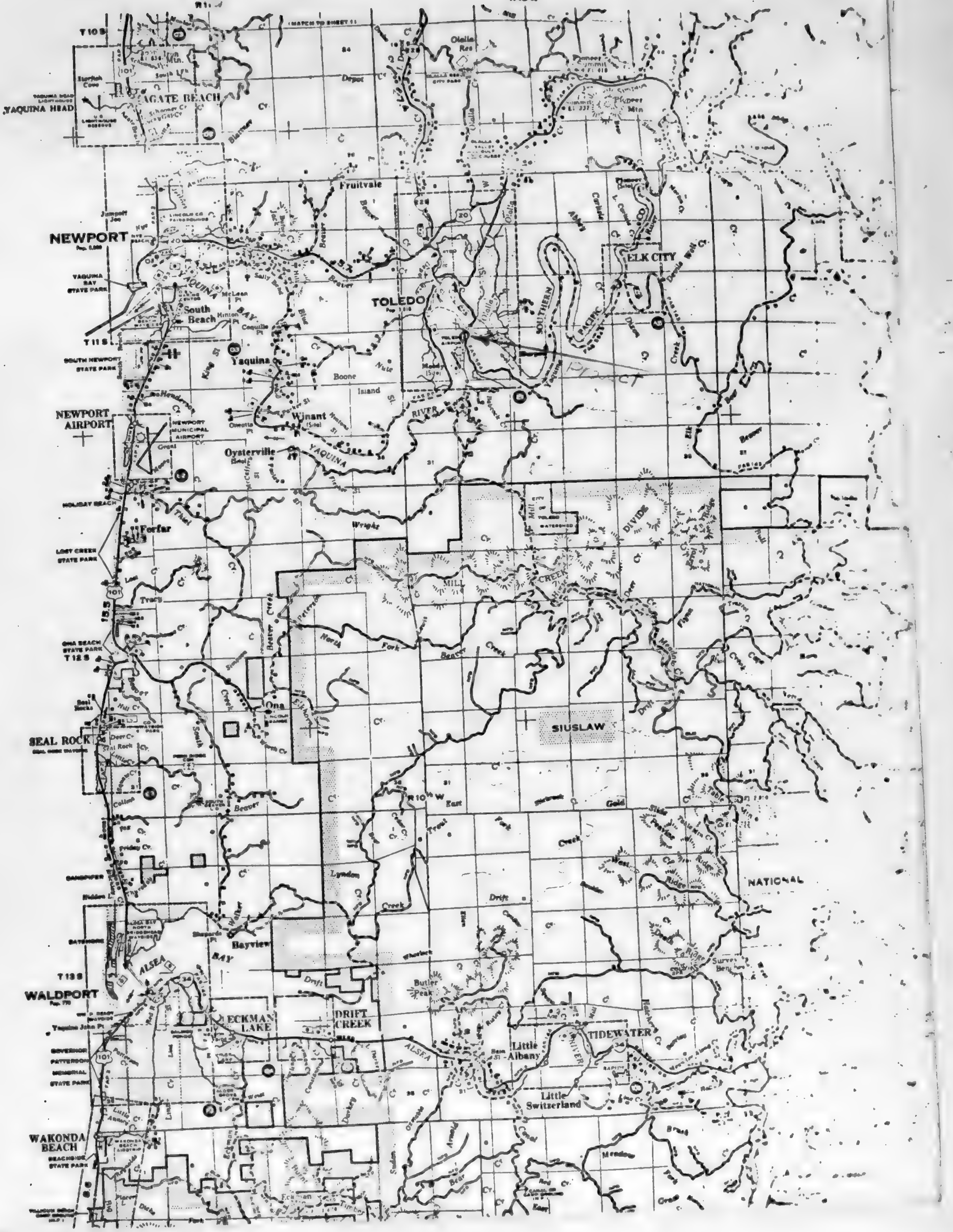
Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____



Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____


R11W
R10W
T10S
AGATE BEACH
YAQUINA HEAD
Otter Crest
Olalla
Depot Cr.
Pioneer Summit
Fruitvale
Beaver
NEWPORT
YAQUINA BAY STATE PARK
South Beach
YAQUINA BAY
McLean Pt.
Coquille Pt.
TOLEDO
ELK CITY
SOUTHERN PACIFIC
T11S
SOUTH NEWPORT STATE PARK
Yaquina
Boone Island
Winant
RIVER
NEWPORT AIRPORT
NEWPORT MUNICIPAL AIRPORT
Oysterville
YAQUINA
HOLIDAY BEACH
Forfar
LOST CREEK STATE PARK
Wright
DIVIDE
MILL CREEK
101
Tracy
ONA BEACH STATE PARK
T12S
North Fork Beaver Creek
Ona
SEAL ROCK
Seal Rock Cr.
SIUSLAW
R10W
East Fork
Gold
Creek
Beaver
Lyndon
Drift
NATIONAL
ALSEA
BAY
Bayview
T13S
WALDPORT
Butler Peak
ECKMAN LAKE
DRIFT CREEK
TIDEWATER
Little Albany
RIVER
Little Switzerland
34
WAKONDA BEACH
BEACHSIDE STATE PARK

ER/FAS

RECEIVED
COUNTY & CITY SECTION
MAY 8 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ PPE ☐

Office of the County Engineer
~~[illegible]~~
J. D. Steere

COUNTY OF LINCOLN

Newport, Oregon 97365

April 28, 1972

George M. Baldwin, Administrator of Highways,
℅ H. S. Cox, County-City Engineer,
State Highway Division,
State Highway Building,
Salem, Oregon 97310.

RE: Field Surveys - 1972 E.R. Project

Gentlemen:

You are authorized to perform field surveys needed for design of slide correction measures on the Butler Bridge Section, F.A.S. 584, (Toledo-Elk City Road) slide.

Lincoln County will meet the expense of this survey in the event that Federal funds are denied on this project.

BOARD OF COUNTY COMMISSIONERS

Mike Miller
Chairman

Albert R. Strand
Commissioner

Andy Zedwick
Commissioner

Joseph D. Steere
County Engineer

Copy to J. B. Boyd - Reg II
Victor Wolfe

(Form ER-1)

COST SUMMARY

F.A. Project No. ____________ County Lincoln

FAS Route No. 584 - Butler Bridge Slide Date April 20 1972

Warrant or Voucher No.	Brief Description	Costs
	Temporary	
	Repair settlement of fill to allow Two way Traffic	
27711, 27717 27734, 27749	County Payroll March 15-31 1972	82.12
	County Equipment Rental	127.20
	Oceanlake Paving Co. 54.071 ton A/C @ 7.75	419.05
	Total	628.37
	Permanent	
	Application for contract slide correction and repair filed with State Highway	

RECEIVED
COUNTY & CITY SECTION
APR 26 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form ER-1)

COST SUMMARY

F.A. Project No. ____________

County Lincoln

FAS Route No. 584 M.P. 2 to 6

Date April 20, 1972

Warrant or Voucher No.	Brief Description	Costs
	Cut slide excavation - several locations	
	County payroll Jan. Feb.	1306.45
	County Equipment rental	2035.40
		$3341.85

2 Slides - M.P. 2.3 and 2.5

4-20-72

LINCOLN COUNTY
Proposed Project - ER
(January, 1972 Storm Damage)

FAS 584: Butler Bridge Slide Section, Toledo-Elk City Road. Correct slide and repair roadway, $30,000.

Remove debris, correct slide, repair roadway, and restore drainage. Roadway to have two 12-foot travel lanes and 3-foot gravel shoulders. Project will include guardrail, sight posts, seeding and mulching. Traffic can be detoured. Detour to be maintained by contractor. Signing by contractor.

State to make survey, prepare plans, award contracts, and supervise construction.

County is responsible for any necessary additional right-of-way.

4/20/72
72-a(ER)

App'd by Hwy
Comm
5/16/72

7855 South Beach State Park south of Newport 1972
(Utility Building)

7855

5

January 16, 1974

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 11, 1974, we wrote to you concerning release of final payment on Contract No. 7855 awarded to James A. Seiwald for a utility building in South Beach State Park in Lincoln County.

Final payment on this contract is $4,333.68 and the total contract amount is $67,326.60. No work was performed under force account.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

fkn

cc James A. Seiwald
186 Hollow Stump Road
North Bend, OR 97459

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredricksen

7855

January 10, 1974

TO Oregon Transportation Commission

FROM

F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7855, Work Completed November 30, 1973

Project South Beach State Park

Highway -, County Lincoln

Type of Work Utility Building

Contractor James A. Siewald

Recommended Acceptance Date January 10, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7855 -

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 8, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Time Extension Request
Utility Building
South Beach State Park
Contract No. 7855

Bids were opened for this project on November 30, 1972, but due to a delay in obtaining a Lincoln County building permit, the contract was not awarded until March 5, 1973. The originally specified completion date of May 31, 1973, has previously been extended to August 31 due to delays in award and in checking shop drawings. The project was completed November 30, 1973, with an overrun of 91 days at $75 for $6,825.

The contractor, James A. Seiwald, has requested that the specified completion date be further extended to November 30 to waive all liquidated damages. The contractor cites a delay in obtaining certain materials due to a labor dispute as the reason for the overrun of time.

All work was completed by the revised completion date of August 31, 1973, with the exception of installation of luminaires and five grilles in the heating system. The luminaires were installed September 12. The grille delay is documented by two letters from the dealer in Portland. Other similar items for the contractor were shipped July 17, well before the specified contract completion date, but the grilles were not available due to a prolonged labor dispute at the supplier. They were ultimately secured from a different supplier. This appears to be a bona fide delay beyond the control of the contractor.

I have therefore granted a 91-day extension of time which will delete all liquidated damages. This is a State project.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
C. O. Fredrickson
Vince Gallagher
Gary Sund
Bob Whipps

JAB:fr dpy

7855

January 8, 1974

James A. Seiwald, Contractor
186 Hollow Stump Road
North Bend, OR 97459

Dear Mr. Seiwald:

We have reviewed your request for an extension of 91 days for work on Contract No. 7855 for work on the Utility Building, South Beach State Park, in Lincoln County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 91 days is granted. This is for a delay in obtaining certain materials due to a labor dispute and will eliminate all liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7855 Contractor James A. Seivald

Highway

Section Utility Building South Beach State Park

Kind of Work Utility Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Recommend extension to November 30, 1973 because of the delay in installation of five grilles in the heating system due to late delivery of materials from a supplier who was having labor disputes.

Recommended for Approval:

Asst. Regional Engineer

Adm. Construction Engineer ~~or Bridge Engineer~~

~~Asst.~~ State Highway Engineer

Contract No. 7855

Project designation State
State-Federal

Date awarded March 5, 1973

Work started March 20, 1973

Per cent completed 100%

Completion Date
No. of Workdays Allowed August 31, 1973
Date

Work Completed
No. of Workdays Used November 30, 1973

No. of Added CALENDAR [redacted]days Requested ~~125~~ 91

SP*07065-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 19, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/31 days to 12/31 days, within which to complete our Contract No. 7855, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This contract has been completed except for, four registers and one grille since August 31.
Mc Pherson Furnace & Supply Co. supplier U.S. Register Co. have been on strike since June 5th. 1973.

Respectfully submitted,

James A. Seiwald
Contractor

By James A. Seiwald

CONSENT OF SURETY

Date November 20, 1973

We, UNITED PACIFIC INSURANCE COMPANY
P.O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C.Andrew Nasburg
Attorney-in-fact

(SEAL)

C.Andrew Nasburg
Resident Agent

7855

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Beach State Park Utility Building

WEEK ENDING: December 1, 1973

SECTION PREFIX: 21-3399

HIGHWAY: NA

COUNTY: Lincoln

NAME OF JOB: South Beach State Park Utility Bldg.

KIND OF WORK: Utility Building Construction

CONTRACTOR: James A. Seiwald

CONTRACT NUMBER: 7855

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 5, 1973

DATE WORK STARTED: March 20, 1973

ESTIMATED COMPLETION DATE: November 30, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1973

PERCENT OF TIME ELAPSED: 151%

PROJECT AUTHORIZATION: $ 77,522.00

EXCLUSIVE OF ENGINEERING: $ 70,751.52

ENGINEERING AUTHORIZATION: $ 6,770.48

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% ~~XXX~~

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,457.10

ENGINEERING COST TO DATE: $ 7,373.65

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%

ESTIMATED PERCENT: ~~XXXXXXX~~ UNDERRUN 4.6%

PERCENT OF AUTHORIZATION: 109 %

DATE PROJECT WAS COMPLETED: November 30, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	NOT APPLICABLE---STRUCTURE ONLY				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain & cool			
TUESDAY	Rain & wind			
WEDNESDAY	Rain			
THURSDAY	Showers			
FRIDAY	Overcast			
SATURDAY				

Routing
Keasey K
Bond B
Jackmond
Hardt H
RECEIVED
DEC 3 1973
Scofield S
CC

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/25 SUNDAY	No Activity
11/26 MONDAY	No Activity
11/27 TUESDAY	No Activity
11/28 WEDNESDAY	No Activity
11/29 THURSDAY	Installed brackets and clamps for waste waterXX lines in storage room and cleaned all shower heads. Insta lled ventilator grills at all outlets.
11/30 FRIDAY	Completed installation of ventilator grills and tested air flow to rooms Sub-contractor supplied a dozen furnace filters for extras as per the Special Provisions. This completes the xxxk contract work on the project.
12/1 SATURDAY	No Activity

REMARKS

This will be thw last weekly report submitted for this project.

SIGNED Charles W. Elroy LOCATION Lincoln City

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7855

August 16, 1973

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

We have reviewed your second request for time extension on Contract No. 7855 for work on the South Beach State Park in Lincoln County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of one month is granted, establishing a new specified completion date of August 31, 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Charles Elroy
V. L. Gallagher

fw srb

7855

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 16, 1973**

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Second Request for Time Extension**
South Beach State Park
Lincoln County, Contract No. 7855

James A. Seiwald, contractor on this project, has requested an extension of one month, which would be to August 31, 1973, for completion of his utility building contract. He cites alleged delay in getting Highway Division approval of certain shop drawings for plumbing and heating details, and a delay in securing galvanized steel tanks when the original supplier stopped production for a plant relocation. A two-month extension was approved in April which established a new completion requirement of July 31, 1973, because of a long delay in award of this contract when we encountered building permit problems.

An additional 15 days is justified for the delay in award. The State also took about 15 days longer than usual to check and return some shop drawings, which justifies extension.

I have granted a one-month extension of time on this project to a new specified completion date of August 31, 1973. It is estimated that the project will be completed by August 21 so there should be no liquidated damages which would accrue at $75 per day. This is a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw srb

FORM E-30 (REV. 10-68)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1973

SUBJECT: Second Request for Time Extension
South Beach State Park
Contract No. 7855

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

James A Seiwald requests another month time extension, which would be to August 31, for completion of his utility building contract. A two-month extension was approved in April which established a new completion requirement of July 31. This was in response to Seiwald's request for a 59-day extension because of a long delay in award of this contract when we encountered building permit problems. The contractor subsequently pointed out that when he asked for 59 days he was thinking of workdays rather than elapsed calendar days. We thought we were granting just what he had requested when actually another half month was justifiable on just the delay in award. The Parks Section has been anxious to get this facility completed and we tried to impress this on the contractor.

This new request cites alleged delay in getting Division approval of certain shop drawings for plumbing and heating details, and a delay in securing galvanized steel tanks when the original supplier stopped production for a plant relocation. This last reason is very questionable as to validity for time extension. However, the other two reasons have some merit.

We can justify another 15 days for the delay in award and our people agree that there was an excessive time used on the State's part for checking and returning some shop drawings. We took about 15 days longer than usual so we could assign another 15 days extension to this reason, making a total of one month more as Mr. Seiwald has requested. I note the latest weekly report shows an estimated completion of this project of August 21. A one-month extension would go to August 31, so hopefully the project will be completed by then with no liquidated damages. This is a State project. Rough Draft letters to the Transportation Commission and the contractor are attached.

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

ROUGH DRAFT

O/c

August 7, 1973

Oregon Transportation Commission

8-16-73

RE: Second Request for Time Extension
South Beach State Park
Lincoln County
Contract No. 7855

Gentlemen:

James A. Seiwald, contractor on ~~the subject~~ this project, has requested 2 ~~another~~ month ~~time extension~~, which would be to August 31, 1973, for completion of his utility building contract. He cites alleged delay in getting Highway Division approval of certain shop drawings for plumbing and heating details, and a delay in securing galvanized steel tanks when the original supplier stopped production for a plant relocation. A two-month extension was approved in April which established a new completion requirement of July 31, 1973, because of a long delay in award of this contract when we encountered building permit problems.

An additional 15 days is justified for the delay in award. The State also took about 15 days longer than usual to check and return some shop drawings, which justifies extension.

I have granted a one-month extension of time on this project to a new specified completion date of August 31, 1973. It is estimated that the project will be completed by August 21, so there should be no liquidated damages which would accrue at $75 per day. ~~Your concurrence is requested~~. This is a State project.

This matter will be on the agenda for your concurrence at the Sept 19 meeting.

Very truly yours,

JAB:fw
cc: Cecil Head ③ Baldwin ① AAJ H.S. Coulter ②
C. T. Keasey
C. O. Fredrickson ⑤
V. L. Gallagher
Semi
Whipps

RECEIVED
STATE HWY ENGR
AUG 13 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ~~[illegible]~~ 7855 Contractor James A. Seiwald

Highway

Section South Beach State Park

Kind of Work Utility Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

1. Delay in the award of Contracts not recognized in first request.
2. Delay in approval of rough-in drawings

~~XXXXDelay by manufacturer and supplier in obtaining the~~
~~[illegible]~~

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7855

Project designation State
State-Federal

Date awarded March 5, 1973

Work started March 20, 1973

Per cent completed 71% July 21, 1973
Date

Completion Date ~~No. of Workdays Allowed~~ July 31, 1973

No. of Workdays Used

No. of Added ~~Workdays~~ Calendar Days Requested 31

SP*67865-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 20, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7/31/73 days to 8/31/73 days, within which to complete our Contract No. 7855, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Delay of submittals returned from Salem. (2) National Steel Construction of Seattle shut down to move their plant, so was unable to obtain tanks.

Respectfully submitted,

James A. Seivald
Contractor

By JAMES A. SEIVALD

CONSENT OF SURETY

Date July 23, 1973

We, UNITED PACIFIC INSURANCE COMPANY
EUGENE, OREGON
, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Don L Eastburn
Don L. Eastburn Attorney-in-fact

Don L Eastburn
Don L. Eastburn Resident Agent

(SEAL)

7855

55 A

May 8, 1973

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

RE: South Beach State Park
Contract No. 7855

In response to your May 1 letter, we have reviewed the circumstances which resulted in extension of your contract time to a new completion date of July 31, 1973.

In accordance with Section 103.08 of the Standard Specifications, the State can use up to 20 days after the bid opening before first submitting the contract to the contractor. Excluding this 20 days would leave about 75 days eligible for consideration here (December 20, 1972 to March 5, 1973). Work on your project was progressing and we thought it could reasonably be expected to be completed well within the July 31 date. It is desirable to have this new facility available for public use for as much of the upcoming summer season as we can.

We therefore hope further time extension past July 31 will not be needed. However, I assure you we will be fair in considering further extension if you should find it necessary to request one.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Charles Elroy

JAB:fw dpy

JIM SEIWALD
General Contractor
186 Hollow Stump Road
NORTH BEND, OREGON 97459

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon

May 1, 1973

Dear Mr. Klaboe,

In reply to your letter of April 26, 1973, concerning time extention, of contract 7855, South Beach State Park, Utility Building, Lincoln County.

There aparently has been a misunderstanding for my request for time extention. The forms the state furnished for time extention, as you know, states work days. I tried to convert a completion date contract, to fit a work day form. This contract award was delayed (90) days. I fully expect the (90) day extention to August 31, 1973.

In the very beginning of the state's request for an extention of my commitment it was made clear to me, that the time delayed in awarding the contract, would be added to the completitiom date.

Very truly yours,
James A. Seiwald
James A. Seiwald

cc: C. W. Elroy Res. Engr.

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

Phone 756-4476

April 26, 1973

7855

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Sir:

Your request for a time extension of 59 days on Contract No. 7855 for work on the South Beach Utility Building in Lincoln County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of two months is granted which will extend the project completion date to July 31, 1973.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredreickson
Charles Elroy
V. L. Gallagher

fw dpy

5

OREGON STATE
HIGHWAY DIVISION

7855

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE April 26, 1973

FROM F. B. Klaboe
State Highway Engineer

SUBJECT
Request for Time Extension
South Beach Utility Building
Contract No. 7855

James A. Seiwald, contractor on the subject project in Lincoln County, has requested a 59-day extension of time because of delay in awarding the contract. Bids were opened on the project November 30, 1972, with six bidders and a specified completion date of May 31, 1973.

A problem arose about getting a Lincoln County building permit. This delayed the contract award and the bid was kept pending by mutual agreement with the contractor. The contract was sent to the contractor for execution on March 5, 1973, with no changes. It appears in order to extend the completion date now by contract time extension.

I have granted a two-month time extension which will extend the specified completion date to July 31, 1973. This is a State project.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: Cecil Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7855 Contractor James A. Seiwald

Highway —

Section South Beach State Park

Kind of Work Construction of Utility Building

It is recommended that the request for increase in the number of workdays within which to complete said contract beXXXXXXX or **GRANTED.** The reasons for such recommendation are as follows:

Award was delayed ~~3~~ 2 1/2 months while a complete sanitary review could be made in Lincoln County. A corresponding time extension is appropriate.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Asst State Highway Engineer

Contract No.	7855
Project designation	State State-Federal
Date awarded	March 5, 1973
Work started	
Per cent completed	0% 3-19-73 Date
Time XXXXXXXXXXX ~~No. of Workdays~~ Allowed	5-31-73
No. of Workdays Used	
No. of Added Workdays Requested	59

SP*67865-734

E-290 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 5, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 121 days to 180 days, within which to complete our Contract No. 7855, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The award of this contract was delayed 59 workdays pending approval of Lincoln County.

Respectfully submitted,

James A. Seiwald
Contractor

By James A. Seiwald

CONSENT OF SURETY

Date April 6, 1973

We, UNITED PACIFIC INSURANCE COMPANY

Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. Andrew Nasburg
C. Andrew Nasburg Attorney-in-fact

C. Andrew Nasburg
C. Andrew Nasburg Resident Agent

(SEAL)

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
South Beach Utility Building
Contract No. 7855

FROM:

John A. Bond
Construction Administration Engineer

James A. Seiwald requests a 59-day extension of his contract time on the subject project. He cites a 59-day delay in awarding the contract. I find that the delay was actually longer than this. Bids were opened November 30, 1972 with six bidders. A problem arose about getting a Lincoln County building permit. With the contractor's permission, the award was kept pending until the contract was sent to him for execution on March 5, 1973. I make this 75 days more than is allowed under Section 103.08.

The contract, as advertised and as actually awarded, carried a completion date of May 31, 1973. There is nothing in the record to indicate any consideration of changing this completion date.

It therefore appears in order to extend it now by the contract time extension mechanism. I have discussed this with Warren Gaskill of the Parks Section and find they are anxious to get the contract work completed. We therefore recommend the time be extended only for what the contractor has requested or virtually two months extension. As a specified completion date, this would be to July 31, 1973. This was a State project.

Rough draft letters to the Commission and the contractor on this basis are attached.

RECEIVED
STATE HWY ENGR
APR 24 '73
REFER TO
FOR
Info

JAB:fw
Enc.
cc: C. O. Fredrickson
V. L. Gallagher

K

NOTED

SP*52475-734

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7855

March 14, 1973

James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7855 for a utility building in South Beach State Park in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Charles Elroy
David Talbot

Files

5

JIM SEIWALD
General Contractor
186 Hollow Stump Road
NORTH BEND, OREGON 97459

7855

January 29, 1973
Re: South Beach State Park
Lincoln, County

L. H. Young, Office Engr.
State Highway Building
Salem, Oregon 97310

Contract #7855

Dear Sir:

Your request of January 29, 1973, for a time extension is granted. All instruments of my November 30, 1972 proposal remain in effect until April 30, 1973.

Yours truly,

James H. Seiwald

NOTED
C. W. HEAD

NOTED
R. D. ASBURRY

NOTED
FRAN NEAVOLL

FEB 1 1973

cc: Region II
Head
2-1-73

Phone 756-4476

5

FOR FILING

7855

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1972

SUBJECT: Lincoln County

To: The Files

During our telephone conversations with Kess Cannon December 11, I told him that we had stopped construction of the restroom building at San Marine Wayside. I also mentioned the contract for a similar building at South Beach Park near Newport.

He asked us to please not proceed with the South Beach building until the Board of Health has completed its study. I informed Warren Gaskill of this matter, and he is attending to the details of cancelling the contract.

David G. Talbot
State Parks Superintendent

DGT:jn

cc: George Baldwin
Fred Klaboe✓
Ray Wilson
Warren Gaskill

F. B. KLABOE

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED

FOR FILING

7855

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 3, 1972

TO J. B. Boyd
Region 2 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT South Beach State Park
Lincoln County

Enclosed are five sets of reduced plans and specifications for the subject project.

Please obtain necessary permits from the local building officials and county sanitarian for the contractor's work.

If additional permits or agreements are necessary please obtain them. Plans have been sent to and approved by the Fire Marshal and the Department of Commerce.

The estimated cost of the utility building is $50,000.

This project is scheduled for the November 30, 1972, bid letting.

DOC/ag

Encls.

cc A. E. Johnson
~~E. S. Hunter~~
D. G. Talbot
A. A. Rear
C. G. Swenson
E. D. Heyen

RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7856 Mt. Hood Hwy. @ S.E. 136th Ave. Sec. '72
of Mt. Hood Hwy. east of Portland
(Traffic signals)

C+A 4590 - 9-26-72

7856

5

August 21, 1973

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

Contract No. 7856 awarded to L. K. Comstock and Company, Inc., for traffic signals on the Mt. Hood Highway at S. E. 136th Avenue in Multnomah County was completed on June 22, 1973, and accepted by the Transportation Commission on August 15, 1973.

Final payment in the amount of $1,569.10 will be released to the contractor after August 26, 1973. The total contract amount is $31,382 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc L. K. Comstock and Company, Inc.
P. O. Box 377
Albany, Oregon 97321

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
L. W. Rulien

7856

5

August 16, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM

F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7856, Work Completed June 22, 1973

Project Mt. Hood Hwy. at S. E. 136th Ave.

Highway Mt. Hood, County Multnomah

Type of Work Traffic Signals

Contractor L. K. Comstock and Company, Inc.

Recommended Acceptance Date August 15, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:ed

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7856

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Mt. Hood Highway at SE 136th Avenue	WEEK ENDING June 22, 1973
		SECTION PREFIX 26-1105
	HIGHWAY Mt. Hood Hwy. - US 26	COUNTY Multnomah
NAME OF JOB Mt. Hood Highway at SE 136th Avenue	KIND OF WORK Traffic Signal Installation	
CONTRACTOR L. K. Comstock & Co., Inc.	CONTRACT NUMBER 7856	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT December 5, 1972	DATE WORK STARTED April 2, 1973	ESTIMATED COMPLETION DATE ----------
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 163
PROJECT AUTHORIZATION: $ 39,310.14	SPECIFIED COMPLETION DATE -------	PERCENT OF TIME ELAPSED 90.6%
EXCLUSIVE OF ENGINEERING: $ 35,876.94	ENGINEERING AUTHORIZATION $ 3,433.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,876.94	ENGINEERING COST TO DATE $ 2,340.85	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 68.2 %	DATE PROJECT WAS COMPLETED: June 22, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1- boom truck; 1- bobcat loader; 1- 2-ton truck; 1- roller- ; 1- compressor; 2- jackhammers; 2- pickups; misc. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Rain Showers	1		
MONDAY 18	Clear Warm	1		
TUESDAY 19	Clear Warm	1		
WEDNESDAY 20	Clear Warm	1		
THURSDAY 21	Clear Hot	1		
FRIDAY 22	Overcast Warm	1		
SATURDAY 16	Rain	1		

RECEIVED
JUN 25 1973
CONSTRUCTION
SECTION

Keasey
Bonk
Jackmond
Hardt
Johnson
Pease
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No activity.
18 MONDAY	No activity.
19 TUESDAY	Turned on the new signals. Removed the old span wires, cables and signal heads. (The new signals are only working on 2-phase and will continue until the old system is completely removed).
20 WEDNESDAY	Removed the old poles and delivered them to the Maintenance yard in Milwaukie, Ore. Removed the old concrete islands and paved over two of them.
21 THURSDAY	Paved over the remaining island.
22 FRIDAY	The State striping crew striped the new alignment for the intersection and the signals were turned on fully activating the intersection as called for in the plans and specifications.
SATURDAY 16	No activity.

REMARKS

STATUS: The contract is complete. There will be no more weekly reports for this contract.

cc: ✓2- Construction
1- Region 1
1- Traffic
1- File

SIGNED LOCATION Milwaukie

R. V. Cotton, Res. Br. Engr., by Dennis S. Carlson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
[illegible] 9 - 1972
FOR FILING

7856

bc C. T. Ke[illegible]y
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. V. Cotton
William Geibel (SAIF)

December 29, 1972

L. K. Comstock and Company, Inc.
P. O. Box 577
Albany, Oregon 97321

Bid
Nov. 30, 1972

Gentlemen:

The State Highway Commission on December 5, 1972, accepted your proposal for traffic signals on the Mt. Hood Highway at S. E. 136th Avenue in Multnomah County in the amount of $31,382 and referred it to the Administrator of Highways with authority to award the contract as soon as Multnomah County approves the project and deposits $18,219.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7856.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 11, 1973.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
DEC 27 1972
FO

7856

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

December 21, 1972

Mr. R. L. Nordlander, Director
Dept. of Public Works
2115 S. E. Morrison Street
Portland, Oregon

Oregon State Highway Division ✓
Highway Building
Salem, Oregon 97310
Attn: R. L. Schroeder, ✓
Asst. State Highway
Engineer

Mr. Loren Kramer, Director
Dept. of Administrative Services
Finance Division
Room 804 - Court House
Attention: Mr. Ralph Hawkins
Deputy Director

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held December 21, 1972, the following action was taken:

Request Director of Public Works that the)
Director of Administrative Services be authori-)
zed to issue a Road Fund warrant in amount of)
$18,219. payable to the Oregon State Highway)
Division as advance deposit, County's share of cost)
of installing traffic signals on the Portland Mount)
Hood Highway at SE 136th Avenue

ORDERED, unanimously, that the Director of Administrative Services be so authorized.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Decker
Clerk of Board

nh

RECEIVED
DEC 26 1972
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) [redacted] ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214
248-3591

BOARD OF COUNTY COMMISSIONERS
DEC 13 10 37 AM '72
MULTNOMAH COUNTY OREGON

1/11
123

December 11, 1972

M. James Gleason, Chairman
Board of County Commissioners
Room 605 - Courthouse
Portland, Oregon 97204

Re: Advance Deposit, County's Share of Cost of Installing Traffic Signals on the Portland Mount Hood Highway at SE 136th Ave.

Dear Sir:

The Oregon State Highway Division has notified us, as of December 7, 1972, that our share of the estimated cost of this project is, $18,219.00 and requests that we make an advance deposit in that amount.

Request that the Director, Department of Administrative Services, be authorized to issue a Road Fund warrant in the amount of $18,219.00 payable to the Oregon State Highway Division, and forward same to the State Highway Building, Attn: R. L. Schroeder, Assistant State Highway Engineer, Salem, Ore. 97310. Funds are available in the Road Fund appropriation: 02-15-00-618-00-00.

Respectfully yours,

ROBERT L. NORDLANDER
Director

RLN-KM:ms

RECEIVED
NOV 7 - 1972
FOR FILING

7856

5 l

9-19-72

September 26, 1972

Multnomah County
Department of Public Works
2115 S.E. Morrison Street
Portland, Oregon 97214

MISC. CONTRACTS and
AGREEMENTS No. 41590

Attention: Robert L. Nordlander
Director

Gentlemen:

As requested, attached for your records is a fully executed copy of an agreement covering channelization and modernization of traffic signals at 136th Avenue on the Mt. Hood Highway east of Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc L. E. George
(agree. att.)

RECEIVED
AUG [illegible] 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7856

DATE August 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT State-County Agreement
Traffic Signal Installation
Mt. Hood Highway at 136th Avenue

An agreement has been reached with Multnomah County for channelization and modernization of the traffic signals at the subject intersection east of Portland.

Under the terms of the agreement, the State shall do the work for both the signalization and channelization and pay for all cost of the channelization, which is estimated to be $5,000. The signalization is estimated to cost $30,000, which will be borne equally by the State and the County. The State will care for future maintenance and the County for the power bills. The State's share of the entire improvement is estimated to be $20,000 and is to be charged to current State Construction funds.

Your approval of the agreement and authorization for the Secretary to sign is recommended. This matter will be on the agenda for the September 19 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
H. S. Cox
V. E. Skoog
L. H. Young
Ben Gifford
L. W. Rulien
Gary Ross
Gary Sund

VPJ:sv ms

7857 Ladd Canyon-N Powder Sec. of 1972
Old Ore. Trail S of La Grande
(Grade, pave, struc. & sign) #2

CA 4715 4-19-73

#857

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-80N-6(28)262
La Grande-North Powder Sec.
File 42864, L-7259 (Glenn)
(Mr. D.E. Swan's ltr, 5-8-80)

Date: May 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 3 '80
REFER TO
FOR
Info Inves R/O D/R Sign Act File

Mr. Swan's letter requests approval to reopen the subject project which was finalized in November 1979 so as to claim federal participation in a jury verdict of 84,758 plus interest.

The State may reopen the subject project as requested. File 42864 indicates payment has been made to the property owner in the amount of $154,836.29. The State's voucher indicates that the right of way settlement in the amount of $74,058 was coded as participating. In addition, $35,285 of interest was coded as participating.

The file indicates that a deposit of $21,800 was made in October of 1971 which does not appear to be reflected in the court settlement. This amount is presumably either in the court or in the hands of the property owner. The amount claimed as participating for the right of way settlement should be reduced from $74,058 to $52,258 as presumably the deposit was claimed on a previous voucher.

The entire amount of $35,285 of interest should be coded as non-participating for the following reasons:

1. Presumably interest was paid on the $21,800 deposit from April 20, 1972 to March 20, 1980, at the rate of 6%. If this is true, the amount of interest would be nonparticipating.
2. It is the State's responsibility to deposit for the use of the owner an amount not less than the State's estimate of just compensation. The original deposit of $21,800 in 1971 was based upon the State's approved appraisal. Subsequently numerous description changes were made, most of which resulted in increased acreage to be acquired and the increased appraisals.

   In February 1974 a condemnation review appraisal was made in the amount of $51,680. The deposit in court was not increased.

Evidently the court refused the State's motion to amend their complaint. It is our understanding a new complaint was filed. The State's revised review appraisal was $50,025. The State did not increase the amount of deposit for the property owner. A $10,700 increase in deposit was made in 1975 to reflect a temporary downward revision in the review appraisal which was subsequently re-raised in October 1976 to $55,100. It appears the State should have increased the deposit in court to reflect the approved appraisal and make that amount available to the property owner.

3. A trial was held in March 1977 with an award of $86,258. The trial report recommends acceptance of the verdict except for an item of $1500 involving damage to livestock which was evidently appealed. No deposit was made to the court for use of the property owner covering the portion of the award that was accepted by the State.

Federal participation in any portion of the interest payments requires additional explanation from the State.

GLGreen

G. L. Green

cc:
ODOT (D.E. Swan)
ODOT (B. Boyd, R/W)
ODOT (F. Lowe, R/W)

4

IN THE SUPREME COURT OF THE STATE OF OREGON

STATE OF OREGON by and through its)
DEPARTMENT OF TRANSPORTATION)
)
Appellant,)
)
v.)
)
H. P. GLENN, aka Heber P. Glenn and)
EDYTHE GLENN, husband and wife,)
)
Respondents,)
)
THE FEDERAL LAND BANK OF SPOKANE)
a corporation; BAKER PRODUCTION)
CREDIT ASSOCIATION, a corporation)
of the United States of America;)
AMAX EXPLORATION, INC., a Delaware)
corporation; HOFF LUMBER INC, an)
Idaho corporation; UNION COUNTY, a)
political subdivision of the State)
of Oregon,)
)
Defendants.)

CA No. 8990
SC No. 25787

APPELLANT'S SUPPLEMENTAL BRIEF

JAMES A. REDDEN
Attorney General
WALTER L. BARRIE
Solicitor General
WILLIAM F. NESSLY, JR.
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310
Telephone: 378-4402
Attorneys for Appellant

HAROLD BANTA
THOMAS F. YOUNG
SILVEN, YOUNG & SCHMEITS
P. O. Box 965
Baker, Oregon 97814
Telephone: 523-4442
Attorneys for Respondents

RECEIVED
DOT DIRECTOR

MAY 9 '79

REFER TO
Solles

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

5/79

PLAINTIFF'S SUPPLEMENTAL BRIEF

STATEMENT OF THE CASE

The opinion of the Court of Appeals adequately sets forth the facts pertinent to this appeal.

QUESTION PRESENTED

The Court, by its letter of February 20, 1979, requested that oral argument address the following question:

> "What, if any, are the circumstances under which the state through its highway department is responsible for consequential damages to personal property caused by a taking of real property[?]"

SUMMARY OF ARGUMENT

The recovery of consequential damages to personal property resulting from the taking of the land on which the personalty was situated has consistently been held to fall outside the constitutional requirement of just compensation. The furthest incursion on the general rule denying compensation for such damages, the "assembled industrial plant" doctrine, requires a unique relationship between industrial equipment and the land on which the equipment is located before compensation for damages to the equipment may be recovered. The "assembled industrial plant" doctrine is therefore only an expansion of the definition of what constitutes a fixture, the damages for the removal of which traditionally have been recoverable in eminent domain.

In other cases permitting the recovery of damages to personal property the condemning authority has activated an instrumentality such as a flow of water which directly and in a physical sense impacted upon and destroyed or damaged the

#7857 1[illegible]-77 Robert A Burco

Klaboe
11-2-77
Jm

IN THE COURT OF APPEALS

OF THE STATE OF OREGON

NO. 8990

STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION,

Plaintiff-Appellant,

v.

H. P. GLENN, also known as Heber P. Glenn, and EDYTHE GLENN, husband and wife,

Defendants-Respondents,

THE FEDERAL LAND BANK OF SPOKANE, a corporation; BAKER PRODUCTION CREDIT ASSOCIATION, a corporation of the United States of America; AMAX EXPLORATION, INC., a Delaware corporation; HOFF LUMBER INCORPORATED, an Idaho corporation; UNION COUNTY, a political subdivision of the State of Oregon,

Defendants.

APPELLANT'S BRIEF AND ABSTRACT OF RECORD

Appeal from the Judgment of the Circuit Court
for Union County
Case No. 23,472
Honorable F. J. YRAGUEN, Judge

JAMES A. REDDEN
Attorney General
AL J. LAUE
Solicitor General
WILLIAM F. NESSLY, JR.
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6317
Attorneys for Plaintiff-Appellant

Additional Counsel on Reverse 10/77

RECEIVED
DOT OPERATIONS
NOV 3 '77
orig to
REFER TO
W. Bannie
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-3

NOTED
F. B. KLABOE

BANTA, SILVEN & YOUNG
THOMAS YOUNG
HAROLD BANTA
1950 Third Street
P. O. Box 965
Baker, Oregon 97814
Telephone: 523-4442
Attorneys for Defendants-Respondents

TABLE OF CONTENTS

Page

Brief

Statement of the Case

I. Nature of the Proceedings 1

II. Nature of the Judgment 1

III. Statement of Facts 1

Summary of Argument 3

Assignment of Error

The circuit court erred in denying plaintiff's motion to strike that portion of Paragraph III of defendant's Amended Answer. 3

Conclusion 9

Abstract of Record . . . . A 1-10

TABLE OF AUTHORITIES

Cases Cited

California-Pacific Utilities Co. v. Barry, 254 Or 344, 460 P2d 847 (1969). 6

Cereghino v. State Highway Commission, 230 Or 439, 370 P2d 694 (1962). 6

City of Buffalo v. J. W. Clement Co., 28 NY 2d 241, 269 NE 2d 895, 321 NYS 2d 345 (1971) 5

Lafferty v. School District of Philadelphia, 27 Pa Cmwlth 80, 365 A2d 1322 (1976) 7

Midgett v. State Highway Commission, 260 NC 241, 132 SE 2d 599 (1963) 8

R. J. Widen Co. v. United States, 357 F2d 988 (Ct Cl 1966). 6, 7

Ridings v. State Roads Commission, 249 Md 395, 240 A2d 236 (1968) 6

State v. Woodham, 288 Ala 608, 264 So 2d 166 (1972) 8

TABLE OF AUTHORITIES CONT'D

Page

Cases Cited

State by Commissioner of Transportation v. Cooper Alloy Corp., 136 NJ Super 560, 347 A2d 365 (1975) 8

State Highway Commission v. Central Paving Co., 240 Or 71, 399 P2d 1019 (1965) 7, 8

State Highway Commission v. Superbilt Manufacturing Co., 204 Or 393, 281 P2d 707 (1955) 5

State Highway Commission v. Vella, 213 Or 386, 323 P2d 941 (1958). 9

State, Road Commission v. Brown, 531 P2d 1294 (Utah, 1975) 8

Tomasek v. State Highway Commission, 196 Or 120, 248 P2d 703 (1952) 7

Constitutional & Statutory Provisions

ORS 35.275 1

ORS 366.340 7

ORS 374.035 7

Or Const, art I, §18 5

Other Authorities

2 Nichols on Eminent Domain §5.84 (rev 3d ed 1976) 5, 7

APPELLANT'S BRIEF
AND
ABSTRACT OF RECORD

STATEMENT OF THE CASE

I. Nature of the Proceedings:

This is an action in eminent domain in which the Oregon State Department of Transportation acquired twelve parcels of land and several rights of access thereto from a ranch located in Union County.

II. Nature of the Judgment:

On June 15, 1977, pursuant to a jury verdict the Circuit Court for Union County entered a judgment of $86,258 for the property acquired by the Department of Transportation. Of this amount, $1,500 was awarded as special damages to livestock owned by condemnee-defendant. From the denial of a motion to strike portions of Paragraph III of defendants' Amended Complaint which alleged damage to cattle as a result of their being removed from the condemned land, plaintiff appeals.

III. Statement of Facts:

Pursuant to a plan to modernize the Old Oregon Trail Highway, the Department of Transportation, on various dates beginning with April 20, 1972, took physical possession of several parcels of defendants' ranch in Union County. ORS 35.275 (Judgment Order at 4). In January, 1974, cracks appeared in the soil supporting one of the grades that had been constructed on such an occupied parcel. The threat of landslide necessitated the occupation of an additional twenty acres alongside the right of way in order to construct a counterbalance.[1] (Feb. 1, 1977 Tr at 10).

The taking of the land for the counterbalance precluded defendant's use of a feedlot and a warm water spring located on the occupied property. (Defendant's Amended Answer at ¶III; Feb. 1, 1977 Tr at 10). Defendant claimed that because he was forced to move his cattle from the condemned land to less desirable wintering grounds, he suffered heavy calving losses (Feb. 1, 1977 Tr at 22), and was required to dispose of calfless cows rather than maintain them until the next calving season. (Defendant's Amended Answer at ¶III; Feb. 1, 1977 Tr at 28-29).

Plaintiff moved to strike that portion of defendants' complaint alleging damages resulting from the moving of the cattle. The circuit court denied the motion to strike (March 8, 1977 Tr at 6-7), and entered an order to that effect. The jury awarded defendant $1,500 damages for injuries to cattle resulting from their removal from the land that was condemned. (Judgment Order at 3).

---

[1] A counterbalance is a fill of earth and rock designed to shore up an unstable slope and thereby prevent erosion and slippage.

SUMMARY OF ARGUMENT

When real property is condemned, no compensation may be made to the owner for injuries sustained to his unattached personal property by reason of its removal from the land. The injuries to defendants' cattle were consequential losses that may not be compensated absent specific statutory authorization. Oregon law provides no such authorization.

Because the Department of Transportation is not authorized to condemn personal property and the injuries to defendants' cattle do not constitute interference with an interest in real property, the injuries to defendants' cattle are not recoverable in an eminent domain proceeding.

Defendants, like any other seller of land, must bear the responsibility of preserving the personal property they removed from the condemned premises.

Appellant elects not to pursue an assignment of error regarding the failure of the Judgment Order to reflect appellant's prior deposit and defendant's receipt of $21,000.

ASSIGNMENT OF ERROR

The circuit court erred in denying plaintiff's motion to strike that portion of Paragraph III of defendant's Amended Answer:

Plaintiff, on February 10, 1977, filed the following motion, moving the circuit court for an order striking from defendants Glenns' Amended Answer that matter commencing at page 3, line 15, and continuing through page 4, line 6, as follows:

> ". . . In addition thereto, after the initial taking which was completed in 1972, slides or slippage occurred within the freeway area, as a result of the freeway construction, and in order to control the situation and prevent continued slippage, the plaintiff, in February, 1974, deemed it necessary to take an additional area of approximately 20 acres, and in so doing occupied or rendered unusable these defendants entire winter feeding and calving areas and deprived them of the use of a warm spring which provided water for the cattle in such area. That such occupation occurred during the middle of the winter feeding and calving season, requiring the cattle to be moved to other and much less desirable locations, thereby causing heavy and unusual death losses among the calves and requiring the dried cows which resulted from the calf loss to be sold at greatly reduced prices to avoid having to carry them over to another season, all to these defendants' special damage in the sum of at least $50,000.00."

On March 8, 1977, the circuit court denied the motion to strike after oral argument by plaintiff's counsel:

> "THE COURT: Very well. As I previously stated that I have indeed looked to *La Grande v. Rumelhart* and *California Pacific Utilities v. Barry*, and I do recognize the distinction that counsel for the State is drawing at least from your interpretation of those cases. I do view that the damages of personal property under the pleadings in this case, such damages are incidental to and direct resulting from the construction are recoverable in the State of Oregon and that the issue of such special damages can be joined in the condemnation case that is now before the Court and on that basis I am disallowing the State of Oregon's motion to strike and we still have the motion to make more definite and certain to proceed on. Do you want this on the record also?
>
> "MR. McCULLOCH: Please.
>
> "THE COURT: All right." (March 8, 1977 Tr at 6-7).

On March 9, 1977, the circuit court filed the following ORDER ON PLAINTIFF'S MOTIONS TO STRIKE AND TO MAKE MORE DEFINITE AND CERTAIN, ordering:

> ". . . that plaintiff's motion to strike the 'offering' at page 1, line 21, of the amended answer is not opposed by the defendants Glenn, and should be allowed, but that the remaining portions of such motions to strike and constituting Section I, . . . should be denied and overruled, . . ."

ARGUMENT

This appeal presents the question whether, in a proceeding to condemn real property, a defendant may be compensated for damages to unattached chattels where such damages resulted from defendant's removing the chattels from the condemned realty.

Where land is appropriated for public use the value of permanent improvements and fixtures on the land, to the extent that they enhance the value of the realty to which they are affixed, must be considered in determining just compensation. No allowance, however, can be made for personal property that has not been affixed to the land. State Highway Commission v. Superbilt Manufacturing Co., 204 Or 393, 412-13, 281 P2d 707 (1955); City of Buffalo v. J. W. Clement Co., 28 NY 2d 241, 269 NE 2d 895, 906, 321 NYS 2d 345 (1971); 2 Nichols on Eminent Domain §5.84 (rev 3d ed 1976).

The Fifth Amendment of the United States Constitution and Article I, Section 18 of the Oregon Constitution are identical in language and meaning. Cereghino v. State Highway Commission, 230 Or 439, 444, 370 P2d 694 (1962). Therefore federal determinations as to the compensability of damages to personalty located on condemned land are persuasive.

R. J. Widen Co. v. United States, 357 F2d 988 (Ct Cl 1966), presented a question similar to that in the present appeal. A tannery's water supply was cut off when government agents entered upon the company's property and destroyed its dam. The company was compensated for the taking of its real estate and water rights, but instituted an inverse condemnation proceeding to recover damages to hides which rotted for lack of water to process them. 357 F2d at 993.

The court, recognizing that actual appropriation of title to property is not necessary to a taking, held that the damages to the personalty were not a direct result of the government's action. Because the personalty losses were "an unintended incident" of the actual taking, they were held to be consequential losses that could not be compensated absent a specific statutory mandate. Id at 993-94. Accord Ridings v. State Roads Commission, 249 Md 395, 240 A2d 236, 238 (1968).

There is no Oregon provision authorizing compensation for consequential damages to personalty. Former ORS 35.070 provided only for consequential damages to real property. California-Pacific Utilities Co. v. Barry, 254 Or 344, 348, 460 P2d 847 (1969). Additionally, the damages to defendant's cattle, resulting to a great degree from the intervention of weather conditions, is less directly the result of the taking than was the hide damage in R. J. Widen Co., supra. Hence, defendant's cattle losses are consequential damages that may not be compensated for in a condemnation proceeding.

Those courts which have permitted recovery for damages resulting from relocation of personalty have done so pursuant to either constitutional provisions requiring compensation for property "taken or damaged" for public use, 2 Nichols supra, or specific statutory authorization. See, e.g. Lafferty v. School District of Philadelphia, 27 Pa Cmwlth 80, 365 A2d 1322 (1976). Oregon, however, requires compensation only for property "taken" for public use, Or Const, art I, §18, and has no statute which authorizes compensation for consequential damages to personal property when only real property is acquired.

In Tomasek v. State Highway Commission, 196 Or 120, 248 P2d 703 (1952), the court set forth three conditions to compensation in an eminent domain proceeding: (1) there must be a taking of private property for public use by (2) a state agency authorized to exercise the condemnation power, and (3) the property must be subject to be taken for a public use. 196 Or at 147. The Department of Transportation is authorized to condemn only real property. ORS 366.340; 374.035. Hence damage to the cattle that resulted from their displacement is not compensable in an eminent domain proceeding initiated by the Department. State Highway Commission v. Central Paving Co., 240 Or 71, 75-76, 399 P2d

1019 (1965); Midgett v. State Highway Commission, 260 NC 241, 132 SE 2d 599, 607 (1963).

A complicating element of this case is the fact that defendant sustained losses in addition to the costs of mere transporting of cattle from the condemned land. Like any other seller of land, however, the condemnee must bear the responsibility of preserving the personal property he removes from the premises. State, Road Commission v. Brown, 531 P2d 1294, 1296 (Utah, 1975). To place the costs of preserving a condemnee's personalty on the condemning agency at a disadvantage compared to private purchasers of land and would unduly increase the costs of public improvements.

Finally, the denial of the motion to strike may not be sustained on any theory that the damage to the cattle constituted a compensable loss to defendants' ranching business. When business or other productive realty is taken, just compensation excludes incidental costs such as the inability to economically relocate or depreciation of personalty due to its removal from the land. State by Commissioner of Transportation v. Cooper Alloy Corp., 136 NJ Super 560, 347 A2d 365, 369 (1975); State v. Woodham, 288 Ala 608, 264 So 2d 166, 168-70 (1972). Defendant cannot properly recover for damage to his cattle on the theory of injury to his business because such losses are not directly attributable to the realty that was taken, but are peculiar to the owner. Cooper Alloy, supra. In a partial taking of land under the power of eminent

1019 (1965); Midgett v. State Highway Commission, 260 NC 241, 132 SE 2d 599, 607 (1963).

A complicating element of this case is the fact that defendant sustained losses in addition to the costs of mere transporting of cattle from the condemned land. Like any other seller of land, however, the condemnee must bear the responsibility of preserving the personal property he removes from the premises. State, Road Commission v. Brown, 531 P2d 1294, 1296 (Utah, 1975). To place the costs of preserving a condemnee's personalty on the condemning agency at a disadvantage compared to private purchasers of land and would unduly increase the costs of public improvements.

Finally, the denial of the motion to strike may not be sustained on any theory that the damage to the cattle constituted a compensable loss to defendants' ranching business. When business or other productive realty is taken, just compensation excludes incidental costs such as the inability to economically relocate or depreciation of personalty due to its removal from the land. State by Commissioner of Transportation v. Cooper Alloy Corp., 136 NJ Super 560, 347 A2d 365, 369 (1975); State v. Woodham, 288 Ala 608, 264 So 2d 166, 168-70 (1972). Defendant cannot properly recover for damage to his cattle on the theory of injury to his business because such losses are not directly attributable to the realty that was taken, but are peculiar to the owner. Cooper Alloy, supra. In a partial taking of land under the power of eminent domain, the measure of damages does not include any detriment to the operation of the business on the property. State Highway Commission v. Vella, 213 Or 386, 393-94, 323 P2d 941 (1958).

CONCLUSION

For the reasons stated above, that portion of the circuit court's judgment that is attributable to damages to defendant's cattle should be vacated and the circuit court directed to reduce the judgment by that amount and eliminate the award of attorney fees.

Respectfully submitted,

JAMES A. REDDEN
Attorney General
AL J. LAUE
Solicitor General
WILLIAM F. NESSLY, JR.
Assistant Attorney General

Attorneys for Appellant

baw

ABSTRACT OF RECORD

On or about February 1, 1977, defendants Glenn filed their

AMENDED ANSWER OF DEFENDANTS GLENN TO AMENDED COMPLAINT

which reads in part as follows:

> "That the construction period during which the improvements alleged in plaintiff's amended complaint were being made, covered a period of several years. During such construction period, defendants' farming and ranching operations upon the adjacent areas were seriously hampered and disrupted, with a resulting loss of crops and usable forage. In addition thereto, after the initial taking which was completed in 1972, slides or slippage occurred within the freeway area, as a result of the freeway construction, and in order to control the situation and prevent continued slippage, the plaintiff, in February, 1974, deemed it necessary to take an additional area of approximately 20 acres, and in so doing occupied or rendered unusable these defendants entire winter feeding and calving areas, and deprived them of the use of a warm spring which provided water for the cattle in such area. That such occupation occurred during the middle of winter feeding and calving season, requiring the cattle to be moved to other and much less desirable locations, thereby causing heavy and unusual death losses among calves and requiring the dried cows which resulted from the calf loss to be sold at greatly reduced prices to avoid having to carry them over to another season, all to these defendant's special damage in the sum of at least $50,000.00." (Page 3, ¶ III).

On or about February 10, 1977, plaintiff filed its

MOTION TO STRIKE AND TO
MAKE MORE DEFINITE AND CERTAIN

Comes now the plaintiff State of Oregon, by and through its department of Transportation and moves the Court for order as follows:

I

Striking from Defendants Glenns' Amended Answer that matter commencing at page 3, line 15, and continuing through page 4, line 6, as follows:

> ". . . In addition thereto, after the initial taking which was completed in 1972, slides or slippage occurred within the freeway area, as a result of the freeway construction, and in order to control the situation and prevent continued slippage, the plaintiff, in February, 1974, deemed it necessary to take an additional area of approximately 20 acres, and in so doing occupied or rendered unusable these defendants entire winter feeding and calving areas and deprived them of the use of a warm spring which provided water for the cattle in such area. That such occupation occurred during the middle of the winter feeding and calving season, requiring the cattle to be moved to other and much less desirable locations, thereby causing heavy and unusual death losses among the calves and requiring the dried cows which resulted from the calf loss to be sold at greatly reduced prices to avoid having to carry them over to another season, all to these defendants' special damage in the sum of at least $50,000.00.

on the grounds that said matter is irrelevant and immaterial, and constitutes a pleading of noncompensable items of damage.

II

Striking from said Amended Answer "offering", at page 1, line 21, and the words "at least", at page 4, line 6, on the grounds that said matters are irrelevant, immaterial, indefinite, and inappropriate in this condemnation pleading.

III

Causing to be made more definite and certain that allegation on page 3, lines 12 through 15, as follows:

> "During such construction period, defendants' farming and ranching operations upon the adjacent areas were seriously hampered and disrupted, with a resulting loss of crops and usable forage."

in that plaintiff is entitled to a setting forth of specifics of the claimed hampering and disrupting, both as to the nature of the disturbance and the nature of the operations allegedly disturbed, as well as a setting forth of the areas supposedly involved.

On or about March 9, 1977, the Court entered its

ORDER ON PLAINTIFF'S MOTIONS TO STRIKE AND TO MAKE MORE DEFINITE AND CERTAIN

On Tuesday, March 8, 1977, the above entitled action came on for consideration before the Court upon plaintiff's motion to strike and to make more definite and certain, directed against the amended answer of defendants Glenn, to the amended complaint filed herein, plaintiff appearing and being represented by John R. McCulloch, Jr., Assistant Attorney General, and the defendants Glenn appearing and being represented by their attorneys Thomas F. Young and Harold Banta, and the Court having heard the argument of counsel for the respective parties and considered the memoranda of law previously presented thereon, finds that plaintiff's motion to strike the word "offering" at page 1, line 21, of the amended answer is not opposed by the defendants Glenn, and should be allowed, but that the remaining portions of such motion to strike and constituting Section I, and the remainder of Section II thereof should be denied and overruled, and that the motion to make more definite and certain set forth as Section III of such motion should likewise be denied and announced such rulings in open Court, whereupon plaintiff, through its counsel aforesaid, orally moved in open Court that the recitals in such amended answer so sought to be made more definite and certain in such subsection III be stricken from such amended answer as irrelevant and redundant for the reason that the allegations in question did not set forth proper items to be considered as construction damage in a condemnation case, which motion the Court also overruled, and being fully advised,

It is hereby ORDERED that the said word "offering" at page 1, line 21, of said amended answer be stricken therefrom, and may be deleted by interlineation, and that the remaining portions of said motion to strike and to make more definite and certain, as orally supplemented in open Court, be in all respects denied and overruled, and

It is further ORDERED that the plaintiff shall have, and is hereby granted until March 17, 1977, within which to file its reply to such amended answer.

Plaintiff filed its

REPLY TO AMENDED ANSWER OF DEFENDANTS GLENN

Comes now the plaintiff and admits, denies and alleges as follows:

I

Denies any matter alleged in paragraph I, page 1 thereof inconsistent with the allegations of the Complaint.

II

With respect to the further and separate affirmative answer and defense of said defendants, denies the same and the whole thereof.

For a further and separate affirmative answer and defense, plaintiff alleges the following facts:

I

That the need for the interest in the land called by defendants their "winter feeding and calving areas" was occasioned by a cracking in the hillside adjacent thereto during the spring of 1973, which cracking was known to H. P. Glenn at that time.

II

That by the fall of 1973, said cracking had extended onto defendant's land in question, which was known to H. P. Glenn at that time.

III

That the State's need and definite intention to acquire during the fall or winter of 1973 an interest in the land of defendants in question for the building of a counterbalance to cure the situation of cracking was made known to defendants by plaintiff on more than one occasion.

IV

That other reasonable site or sites for said cattle were available to defendants, and reasonable opportunity existed for such removal; yet defendant chose to not remove the cattle from the site in question until the State acquired actual possession thereof.

V

That therefore any alleged damage to cattle was as a result of defendants' choice and inaction, and, in addition, defendants neglect to take all reasonable steps to mitigate and limit any such damage.

On June 15, 1977, the Court entered its

JUDGMENT ORDER

The above-entitled cause came on regularly for trial on Tuesday, March 22, 1977, before the Honorable Francisco J. Yraguen, Judge of the above-entitled court; plaintiff appearing by and through John R. McCulloch, Jr., of its attorneys; and the defendants H. B. and Edythe Glenn, husband and wife, appearing by and through Thomas Young and Harold Bant~~en~~o, of their attorneys; and

It appearing to the court that orders of default have been entered against the defendants Federal Land Bank of Spokane, a corporation; Baker Production Credit Association, a corporation of the United States of America; Hoff Lumber Incorporated, an

provided by law; the parties having adduced evidence in support of their contentions; arguments of the respective parties have been made to the jury; and the jury having been regularly instructed in the law and having retired for deliberations did, upon the 28th day of March, 1977, return its verdict, which verdict, omitting the title of the court and cause is in the words and figures as follows:

> "WE, THE JURY, duly impaneled and sworn to try the above entitled action, find just compensation as follows:
>
> "(1) For the first, or April, 1972, acquisition (111.58 acres) the sum of $58,038/00.
>
> "(2) For the second, or February, 1974, acquisition (20.64 acres) the sum of $21,200/00.
>
> "(3) For special damages due to loss of crops on the property acquired in April, 1972, and in February, 1972, te sum of $5,500/00. *
>
> "(4) For special damages to livestock, if any, caused by the construction of the counterbalance and occurring during 1974, the sum of $1500/00.
>
> "DATED this 28th day of March, 1977.
>
> " E. C. Clemens, Sr. "
> Foreman

And which said verdict was regularly filed by the clerk of said court; and

It appearing to the court, from the records and files herein, ~~that on October 29, 1971, plaintiff, pursuant to law, deposited in the court the sum of $21,300 for the use of the defendants in the adjudication of just compensation, and~~ on February 9, 1976, plaintiff, pursuant to law, made a ~~[illegible]~~ deposit of $10,700 for the use of defendants, ~~[illegible]~~ pending adjudication of just compensation; and

It appearing to the court and the court now finds, based on the records and files herein, that plaintiff took physical possession of 111.51 acres of the property being acquired herein on April 30th, 1972, and of 20.64 acres of the property acquired herein on February 21st, 1974; and

It appearing to the court and the court now finds that the defendants are entitled to interest at 6% per annum on the sum of $63,558 ($58,058 plus $5,500) ~~[illegible] minus $21,[illegible]~~ from April 30th, 1972, until paid, plus interest at 6% per annum on $22,700 ($21,200 plus $1,500) from February 21st, 1974, until February 9, 1976, plus interest at 6% per annum on $12,000 ($22,700 minus $10,700) from February 9, 1976, until paid; and

It appearing to the court and the court now finds that the total amount of the verdict of the jury was $86,258, or $1,258 more than plaintiff's tender to defendants more than thirty days before trial hereof, and that defendants are, therefore, entitled to their costs and disbursements herein; now, therefore,

IT IS HEREBY ORDERED by this Court as follows:

I

That upon payment to the clerk of this Court of the balance of the amount of the verdict over and above the total amount of $10,700 ~~$32,500~~ heretofore deposited, to-wit: the sum of $75,558 ~~[illegible]~~, together

On July 8, 1977, plaintiff filed its

NOTICE OF APPEAL
AND DESIGNATION OF RECORD

-7857

9

U.S. GOVERNMENT PRINTING OFFICE: 1974—738-985

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

7-26-77

REGION NO. 10	REPORT NO. 17	COUNTY Union	DIVISION Oregon
DATE OF REPORT 7-26-77	REPORT MADE BY R. A. Nichols, Area Engr.		PROJECT NO. I-80N-6(50)275
COMPLETION DATE 6-13-75	ACCEPTANCE DATE BY CONTRACT AGENCY 6-10-76	TIME ELAPSED 102 %	CONTRACT TIME 500 CWD
APPROVED EXTENSIONS None	LOCATION The project began 9.2 miles north of North Powder and ended in North Powder.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LADD CANYON-NORTH POWDER SEC.
OLD OREGON TRAIL HWY.
GRADING, PAVING, STRUCTURES & SIGNING

7-27-77
cy Kessler

RECEIVED
STATE HWY ENGR
JUL 27 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

COPY SENT
JUL 26 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 7-26-77	TITLE District Engr.	DATE 7-26-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

7857

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL *To be completed by Washington Headquarters Personnel*

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Union

FEDERAL PROJECT NO.: I-80N-6 (50) 275

URBAN ( )
RURAL (X)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		7224 Y002	X771
20	FINAL CONSTRUCTION COST	DOL.	7,924,228	1,131,010
21	LENGTH OF PROJECT	MILES	9.228	0.012

DATE STARTED: January 2, 1973

DATE COMPLETED: June 13, 1975

TOTAL NO. BRIDGES: 6

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	311,685	2,665,500

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,756,138	387,154
	9	PETROLEUM PRODUCTS	GAL.	1,476,653,	9,835
	1	CEMENT	BBL.	28,267	
CARD C	2	AGGREGATES PURCHASED	TON.	5,860	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	123,106	
	4	LUMBER	THSD BD FT	1,950	171,354
CARD D	5	TIMBER PILING	LIN. FT.		2,400
	7	REINFORCING STEEL	LB.	5,642,922	984,043
	8	STRUCTURAL STEEL	LB.	8,416	801,329
	10	EXPLOSIVES	LB.	259,040	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	53	2,820
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	90,545	
	15	AGGREGATES PRODUCED	TON	814,000	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	31,935	32,395
	17	FENCING	LIN. FT.	197,177	
	18	GUARDRAIL	LIN. FT.	13,748	
	19	BRIDGE RAIL	LIN. FT.	2,120	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	37,617	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	914
		8	4,805
		12	5888
		15	1284
		18	5588
		24	3862
		30	1158
		36	598
		42	160
		48	530
		54	50
CARD J	13	CONCRETE PIPE	
		60	50
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

7857

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Date: July 20, 1977

TO G. L. Green, Division Administrat
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-80N-6(50)275

Contract No. 7857 Work Completed June 13, 1975

Project Ladd Canyon - North Powder

Highway Old Oregon Trail

Count(y)(ies) Union

Acceptance: Federal Highway Admin. August 27, 1975

Transportation Commission June 10, 1976

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DLC:pln

Att.

cc: C. T. Keasey
Richard Hacek
R. D. Church

#7257

DEPARTMENT OF JUSTICE

Memorandum

TO: James A. Redden
Attorney General

DATE: May 2, 1977

FROM: Walt Barrie WB
Assistant Attorney General and Counsel

NOTED
H. S. COULTER

SUBJECT: State v. Hilderbrand
State v. Glenn

The above two cases were recently tried by John McCulloch. John obtained verdicts in both cases which were highly beneficial to the State.

[illegible]

The Hilderbrand case was a Scenic Waterways matter in which the state was required to bring condemnation in order to preserve the natural beauty of the Deschutes River. The property owner had attempted to construct a residence along the river and contended the property was worth $75,000. The jury awarded $10,000 which was under the state's written offer and thus also prevented the assessment of any costs, including attorney's fees, against the state.

In the Glenn case the property consisted of a cattle ranch in Union County which was partially taken due to a highway project in the LaGrande-North Powder section of the Old Oregon Trail highway. The property owner contended his property was worth $700,000. The state's offer before trial was $85,000. The jury awarded $86,500.

I think John did an excellent job in protecting the state's interest in these cases and I wanted to call it to your attention.

WB:sjb

cc: H. S. Coulter
Dave Talbot
John Leahy
John McCulloch

RECEIVED
STATE HWY ENGR
MAY 3 '77
REFER TO
FOR

Info	Imves	R/D	D/R	Sign	Act	File

7857

March 28, 1977

Peter Kiewit Sons' Company
Post Office Box 177
Vancouver, WA 98660

Attention: Mr. Dick Geary

Gentlemen:

Ladd Canyon-N. Powder
Contract No. 7857

At its March 15 meeting, the Transportation Commission considered the question of making some reimbursement for petro escalation claims under ORS 279.332 (1974 Senate Bill 1009). Your claim on the subject project was among those considered.

The decision of the Commission was to deny all such claims, and this is to formally advise you accordingly.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
W. E. Schwartz

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

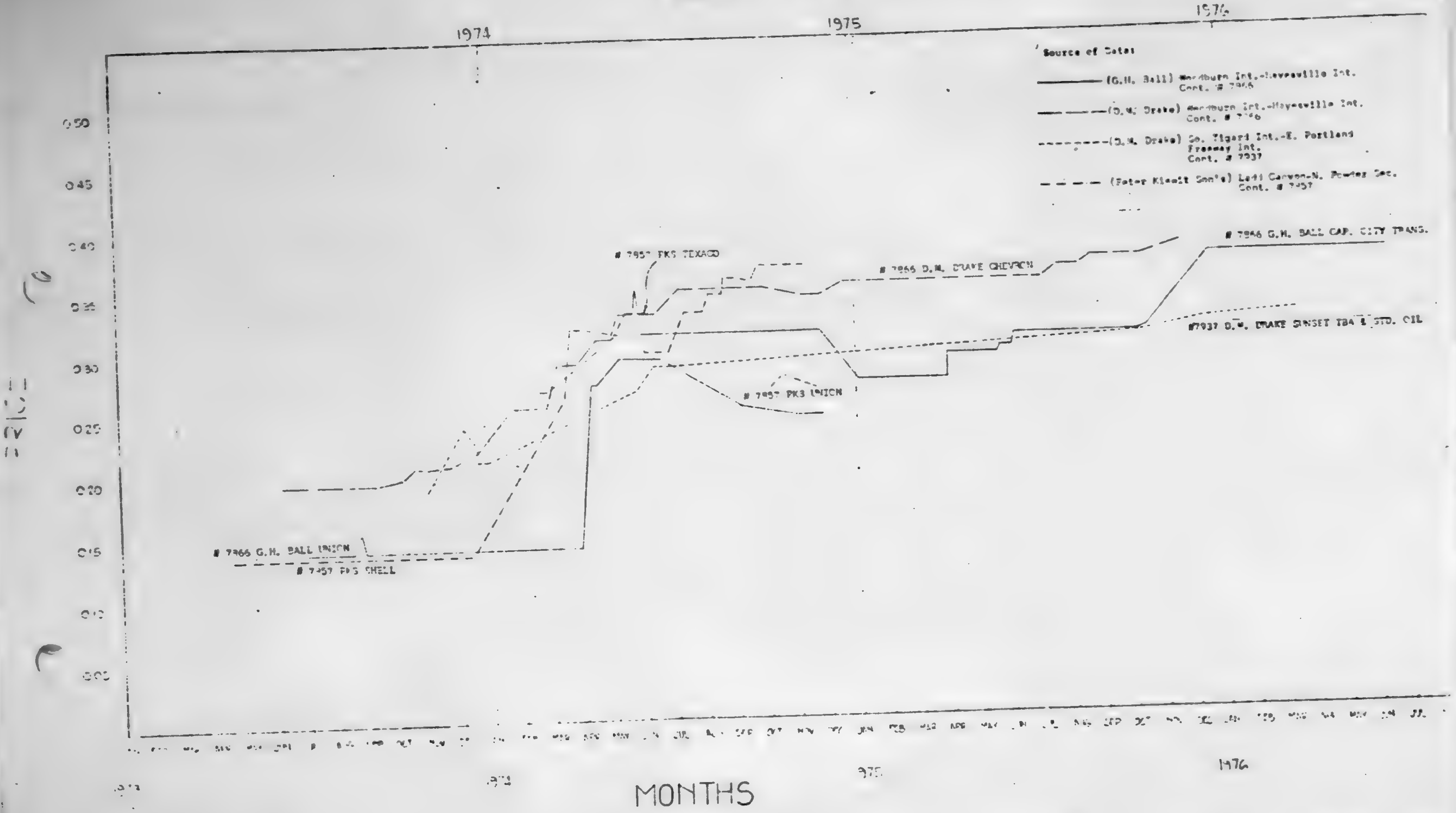
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey "
Walt Barrie
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL VERI NAL
				ACTIVE CLAIMS			
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$27
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	13
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(De no
				INACTIVE CLAIMS - DENIED			
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

DER SB-1009 - 1974)

D	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
CLAIMS				
7	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
2	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
IMS - DENIED OR DROPPED				
38	Not verified	-	(.16)	Denied. Gasoline only.
sph.	Not verified	-	-	Denied. Apparently dropped.
.00	782.00	-	-	$33/ton on 1974 asphalt denied.
.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
6.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
8.00	Not verified	(1488)	(0.1)	Denied.
9.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

   Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: George H. Baldwin
A. E. Johnson
Walt Barrie
F. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

7857

15

June 25, 1976

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Ave.
Portland, OR 97205

Gentlemen:

Contract No. 7857 for work on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County was completed on June 13, 1975, and accepted by the State Highway Engineer on June 10, 1976.

The total amount of this contract is $9,055,237.86 including $104,344.08 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 10, 1976

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract No. 7857, Work Completed June 13, 1975

Project Ladd Canyon-North Powder

Highway Old Oregon Trail, County Union

Type of Work Grading, Paving, Structures and Signing

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date June 10, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 6-11-76

RDC:md

cc: E. S. Hunter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUN 2 1 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter
Written
6-25-76

7857

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 8, 1976

FILE: CON 5 #7857

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ladd Canyon-North Powder
Contract No. 7857
Petroleum Escalation Claim

TO: MEMO TO THE FILES:

We should take a position on Kiewit's claim, originally presented in amount of $180,687.40, even if it is only to deliberately wait until all other eligible escalation claims are known. We know a fuel escalation claim exceeding $200,000 will be presented on Woodburn-Hayesville. (I understand there is some possibility of an asphalt claim too.) The only other large project eligible, but on which we can expect such a claim is S. Tigard-E. Portland Freeway. (And it could also involve asphalt.) There is a potential smaller claim on Milton-Freewater-Washington State Line, but we have only an early notice there and the Resident Engineer recently advised me there was nothing further. (The delay in completion of that project is probably factually different than the others too.)

We can therefor expect 3 or possibly 4 significant claims of this nature. The two that we know the most about happen to involve large out-of-State contractors (Kiewit and the Gordon Ball Division of Dillingham Corp.).

We should recognize that the very origin of these large eligible claims has to be on large projects, and therefore those with long completion times. The quantities of fuel usage and the time span of the price escalation simply narrow the problem down to grading projects that only the larger contractors undertake. Smaller firms with jobs originally eligible under the law have been able to go on with later work at higher bid prices.

I think we have two objectives: — I agree

1. To fulfill the intent of the law, and,
2. do so consistently, that is, with equal effect between contracts.

If the intent of the law was to only provide a last resort relief, to only prevent ruinous financial impact, we could just not pay the claims we have to date. Kiewit and Dillingham are still in business and thriving so far as we know. In re-reading the excerpts of the legislative hearings, (I question whether this harsh an approach was intended. We could consider) — I agree adjustment based on the individual project, rather than the over-all fortunes of a conglomerate firm.

You are probably right

We should not make a profitable project more profitable by adjustment.

— I think so.

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

3-16-76
orig to

cy - John Bond. —
My comments [illegible] to your Memo
Scott

We should not make an unprofitable project even slightly profitable. perhaps.

We could make a substantial loss somewhat less so. Yes

To do this, we have to know the over-all profit or loss perspective on a project. Kiewit reports an $826,000 loss, which is about 9.2 percent of the contract pay and more than 4 times the amount of his claim.

— I believe we should look at all petroleum items and then if appropriate eliminate some from consideration. — ie perhaps lubricants because overall impact is so small.

A way to simplify the claim amount and also scale down the amount in a consistent way is to limit our consideration only to fuel. This is where the most impact occurs (unless asphalt price protection is lost).

The basis of Kiewit's diesel and gas fuel claims should be considered closely. They state they had no commitment from an oil company at time of bid. (There is some basis to fault them on this point. Their diesel and gas claims total $154,394.81 and amount to about $130,012 on quantities we can verify. This would reduce further if a higher beginning price is used. (We get close to adjusting just on 1974 and later usage.) If this is scaled down to say $100,000 and the contractor then absorbs at least the first 10 percent of escalation, we would be down to an adjustment amounting to about 10 percent of the reported loss on the project. (The loss would have to be confirmed by an audit.)

Perhaps. — Did most contractors get a commitment for oil and gas when this job was bid? I don't know but think perhaps they didn't.

At this point, perhaps another argument emerges. If we were only relieving 10 percent of a loss situation, it may not be a significant matter. Presumably, the contractor lost money for other reasons - not reimbursable under the petro-escalation law and whether or not we make an adjustment does not really change the contractor's position in the industry.

At this point, I suggest we give Kiewit the opportunity to better explain the lack of a beginning fuel quotation, if with a satisfactory explanation we intend to sanction a limited adjustment. I can't now see where such an adjustment would be setting a bad precedent for the other jobs.

— I believe we should sanction a limited adjustment.

JAB:fr

cc: H. S. Coulter
C. T. Keasey

P.S. I have checked lately with FHWA as to whether there were any new developments in this area there. Mr. Cusack advises there is nothing new. Copy of a pertinent 8-21-74 memo concerning Washington State, and Vol. 6, Ch. 4, Sec. 1, Subsec. 7 of the FHWA manual are attached. Individual approval of specific adjustments is required.

7857 -

13

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

September 12, 1975

Norman V. McKibben, Area Manager
Peter Kiewit Sons' Company
Post Office Box 1635
Walla Walla, WA 99362

Dear Mr. McKibben:

Ladd Canyon-North Powder Section
Contract No. 7857
Petroleum Escalation Claim

This is in further response to this claim as indicated in my September 5 letter. We appreciate the extent to which you have documented your claim and that you have presented it in an understandable form. This is a new and complex claim area in which we are still trying to establish guidelines and criteria for evaluation. Our objective is to try to carry out the intent of Section 2, Chapter 32, 1974 laws, with proper regard for both the interests of the State of Oregon and the contracting industry. Consequently we have not reached a final position on your claim. Our conclusions so far could be summarized in two categories:

1. Apparent adjustments needed in the claim amount as submitted.
2. Explanations or additional information needed to establish basis for adjustments.

Claim Changes

1. The claim makes no provision for the contractor absorbing any part of the alleged escalation. The law refers to an increase of 10 percent before a project is even eligible. We believe the contractor is to absorb at least 10 percent of the price change and perhaps more depending on the overall economic impact on the project.
2. The relatively small allowance in the claim for work added to the project and presumably performed at increased rates of compensation to the contractor is low. Additional credit for fuel used on Price Agreement 22, slide correction work, particularly should be recognized. This involved more than one-half million dollars and was negotiated in February 1974.

3. Over 66,000 gallons of the diesel fuel included in the claim computation should be identified with another contract (the Ladd Canyon project).

4. The largest money component of the claim is derived from escalation of diesel fuel. The price change is based on an exceptionally low alleged starting cost of only $0.1195 per gallon and only one invoice at this exceptionally low starting price was submitted. We believe the starting base figure of at least $0.1366 per gallon, which was the prevailing price during 1973, should be used. This would be more like the pricing pattern shown in the gasoline change.

5. Under the grease and oil category, an exceptionally low base price for Rotella 30 oil is used. The $0.47 price appears on only one invoice and it is dated 10-27-73, whereas several invoices are at higher prices.

Claim Basis:

1. The bitumuls claim component is based entirely on an alleged $28.80 per ton telephone quotation. Price protection on other asphalt items such as the RC 250 and all the paving asphalt was apparently honored by that supplier. The RC 250 was purchased from Shell. The telephone bid from Chevron Asphalt covers three items including the RC 250 and paving asphalt. The circumstances here need further explanation, including your effort, if any, to enforce the alleged telephone quote for bitumuls materials.

2. We note the following overall perspective on this claim. Your claim as presented as a percentage of the total contract payments; namely, $\$\frac{183{,}617.54}{8{,}995{,}558.81} = 2.04\%$. After correction for some of the items shown above, but even before allowance for a minimum 10 percent increased price to be absorbed by the contractor and other deductions, gives a ratio of about 1.85 percent. At this point we have not concluded that such a simplified comparison should be the sole criteria to establish eligibility for escalation adjustment, but we believe it should be a part of the consideration. This leads to the question of what the overall economic impact on the project was from the contractor's standpoint. We believe a copy of your profit and loss statement would be pertinent to further consideration of this claim.

We will await more information from you before proceeding further.

Very truly yours,

CT Keasey

C. T. Keasey
Construction Engineer

JAB:fr ia

bc H. S. Coulter
W. E. Schwartz

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA NOTICE
Price Changes for Asphalts and Fuels Consumed on Direct Federal and Federal-Aid Highway Construction Projects	N 5080.31 March 3, 1975

1. PURPOSE. The purpose of this Notice is to establish temporary requirements relative to adjustment of contract prices to reflect significant price changes for asphalts and fuels.

2. BACKGROUND

   a. On January 23, President Ford issued a proclamation which, in effect, substantially increases the license fees and imposes supplemental fees on imported crude oil. The Federal Energy Administration published implementing regulations on pages 4771 to 4777 of the January 31, 1975, Federal Register which indicate the Federal Energy Administration will refund the license fee increase but not the supplemental fees to the importer when imported crude oil is manufactured into asphalt. Presumably this could result in a significant increase in asphalt costs to contractors. The increased license and supplemental fees will substantially increase the cost of diesel fuel and gasoline but the relative magnitude of the change is not known. We understand from the Federal Energy Administration that relative price increases for diesel fuel and gasoline may vary from refinery to refinery depending on how increased costs are proportioned among the various products produced by the refinery.

   b. Other Federal energy conservation measures are under consideration by the Administration and Congress such as decontrolling the price of domestic crude oil, mandatory fuel allocations, or rationing.

   c. We believe the overall situation is currently so uncertain that bidders for highway construction work cannot accurately assess the probable cost effects of impending Federal energy conservation measures on their potential fuel and asphalt requirements. This may well cause potential bidders to not bid at all or to submit excessively high bids to offset the risk involved. The following action is intended to assure more realistic bidding and encourage competition.

DISTRIBUTION: Headquarters
Regions
Divisions

OPI: HHO-32

3. ACTION

a. It is strongly urged that contracts for future Federal-aid projects provide for adjustment of contract prices for asphalts and fuels. In developing appropriate contract provisions to effect these adjustments, contracting authorities should be guided by the related AASHTO suggestions and guidelines. These suggestions and guidelines are set forth in an AASHTO publication entitled "Suggestions and Guidelines for Combating Shortages and Minimizing the Effect of Price Uncertainties for Materials and Fuel in Construction" issued in 1974.

b. Federal-aid highway contracts should include a method of payment of adjustments that would avoid the necessity for a detailed verification of actual fuel consumption. For example, this could be accomplished by use of appropriate certifications of consumption related to amounts purchased or use of fixed State estimates of probable consumption. If the latter method is used, it is suggested that periodic price adjustment payments be provided during the life of the projects which can be prorated against the dollar value of work completed during the adjustment period. The fuel usage factors published in Highway Research Circular No. 158 Usage Factors for Highway Construction - July 1974 can be used to estimate probable fuel quantities for projects.

c. Until further notice, invitations for bids (IFB's) and requests for proposals (RFP's) for direct Federal projects on which FHWA is the contracting agency, and work is anticipated to be for more than 3 months duration from time of award, shall contain the clause, Price Escalation (April 1974), activated for asphalts and diesel fuel as provided in Mr. Ross W. Kruser's memorandum of April 24, 1974.

d. There is a possibility that a mandatory fuel allocation program may be initiated in the future similar to the program in effect during the Arab oil embargo. All contracting agencies should be prepared to institute fuel allocation procedures for highway

Form FHWA 121 (Rev. 7-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: 21 AUG 1974

In reply refer to: HHO-32

SUBJECT: State of Washington Contract Revision
Legislative Price Increase of Petroleum Products
Washington Project I-70-3(38)140
Hilltop Interchange to Beverly Burke Road
(Your June 21 submission)

FROM: Director, Office of Highway Operations
By: Chief, Construction and Maintenance Division

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
10-00.5 Portland, Oregon

It has been determined that there is no Federal legal obstacle to allowing Federal-aid participation in increased highway construction costs on ongoing contracts where the State incurs such costs in carrying out the provisions of Substitute House Bill No. 1366. Because payment of such increases in cost is a radical departure from previous contracting policies and results in a change in the amount of Federal funds made available to the project, there should not be blanket approval of Federal-aid participation in these increased construction costs. The division engineer is to independently evaluate each project proposal on its merits to determine if Federal-aid participation should be allowed.

The division engineer may allow Federal-aid participation in increased construction costs resulting from price adjustments or terminations when he concurs with the State that all of the following conditions exist.

1. Bids for the contract were opened prior to November 1, 1973.
2. The costs of performing a major contract item have substantially increased.
3. There is objective verification that the past history of petroleum products prices related to the affected items compared to their recent prices reveals unpredictable increases above the anticipated market trends in the appropriate market area.
4. A positive finding has been made that suspension of the contract work or use of substitute designs, materials or supplies without added cost in lieu of either price adjustments or terminations is impractical.

-more-

Routing
___ Keasey ___ ___ Richards ___
___ Bond ___ ___ Glenn ___
___ Jackmond ___ ___ Berg ___
___ Harwood ___
___ Johnsen ___
___ Walker ___

RECEIVED
MAR 11 1976
CONSTRUCTION
SECTION

5. The cost increase involved in price adjustments reflects only verifiable price increases for materials or supplies and does not include an allowance for overhead, profit, processing, loading, hauling, or other similar costs of the contractor, subcontractor, and material suppliers other than manufacturers.

6. No other condition exists that warrants disallowance.

It is recognized that contractors, subcontractors, or material suppliers may have legally enforceable rights to obtain the petroleum products in question at costs agreed to prior to contract award or shortly thereafter. When in the opinion of the State and the division engineer the enforcement of such rights will adversely and seriously affect the progress of the contract work, such rights may be ignored for purposes of participation in increased costs pursuant to this memorandum; provided that the division engineer and the State receive assurance that in the event such rights are subsequently successfully pursued, an equitable price adjustment will be made by the party pursuing such rights with the State and the State shall reimburse the Federal Highway Administration for the Federal share of such adjustments.

Where proposed price adjustments or termination are based on increased costs incurred by a party other than the prime contractor, the division engineer and State shall assure that any increase in construction costs to be paid the prime contractor is passed on to such party.

Your June 21 submission does not contain sufficient information relative to all the above-mentioned conditions to enable us to determine whether the State's request for additional Federal-aid participation on the subject project should be approved. This being the case and because we think the foregoing provides sufficient guidance to permit the division office to make the determination, we suggest they attempt to do so. If you still desire that we make the determination, please provide the additional information we will need to make it.

Until further notice the division engineer should advise the regional office and the Office of Highway Operations, of each case where he allows Federal-aid participation in increased construction costs in accordance with this memorandum.

W S Mendenhall Jr

W. S. Mendenhall, Jr.

7827

PETER KIEWIT SONS' CO.
P.O. Box 1535 Walla Walla, Wn. 99362

January 30, 1975

Mr. H. M. Fillmore, Resident Engineer
Oregon State Highway Department
P.O. Box 850
LaGrande, Oregon 97850

Re: Ladd Canyon - N. Powder Section
Job No. 4743 UNION
REIMBURSEMENT FOR PETROLEUM ESCALATION
Serial Letter WW-57

Dear Sir:

Enclosed please find invoices confirming the following data on price escalation above costs at time of bid (December 7, 1971) on the following petroleum products:

Diesel	$144,240.85
Gasoline	10,154.96
Grease and Oil	13,317.52
Propane	2,816.64
Asphalt	10,157.43
TOTAL	$180,687.40

Invoices attached confirm both the initial cost at bid time and subsequent costs at time of actual purchase.

Your early assistance in helping us obtain reimbursement in accordance with the law passed by the Oregon Legislature would be appreciated.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben

Norman V. McKibben
Area Manager

cc: Resident Engineer - 2
Vancouver
File
Job

7827

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ladd Canyon-N. Powder

WEEK ENDING: December 12, 1975

SECTION PREFIX: 631-1078

HIGHWAY: Old Oregon Trail

COUNTY: Union

NAME OF JOB: Ladd Canyon-N. Powder Section

KIND OF WORK: Grading, Paving, Structures and Signing

CONTRACTOR: Peter Kiewit Sons' Co.

CONTRACT NUMBER: 7857

FEDERAL AID PROJECT NUMBER: I80N-6(50)275

DATE OF CONTRACT: 10/20/72

DATE WORK STARTED: 1/2/73

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 500

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 509

PERCENT OF TIME ELAPSED: 101.8

PROJECT AUTHORIZATION: $ 10184542.00

EXCLUSIVE OF ENGINEERING: $ 9484542.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 9296330.26

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1.98 %

ENGINEERING AUTHORIZATION: $ 700000.00

This Week: 1608.16

ENGINEERING COST TO DATE: $ 729400.37

PERCENT OF AUTHORIZATION: 104.2 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.0

DATE PROJECT WAS COMPLETED: June 13, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.25	9.25		9.25	9.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	"	"		"	"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2850000 cy	571000 ton		94000 ton	262000 sy
TOTAL QUANTITIES CORRECTED TO DATE	2086688 cy	556180 ton		90550 ton	248500 sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13854	9780	9755	10676	7291C	7291D	RCBC's	
PERCENT	100	100	100	100	100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Cold, cldy, rain	0		
MONDAY 8	Clear, cool	0		
TUESDAY 9	Same	0		
WEDNESDAY 10	Prtly cldy, cool	0		
THURSDAY 11	Prtly cldy, cold	0		
FRIDAY 12	Cold, lite snw	0		
SATURDAY 6	Cold, cldy, rain	0		

K

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond 9 DEC 15 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

BEN GIFFORD

78

RF

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Four men in office today working on Semi-final Estimate.
TUESDAY	Six men " " " " " ".
WEDNESDAY	Four men in office working on Semi-final Estimate, and three men in field installing R/W paddle boards.
THURSDAY	Five men in office working on Semi-final Estimate.
FRIDAY	One man " " " " " "
SATURDAY	No activity.

REMARKS

Semi-final Estimate will be submitted December 15, 1975.
This is final Weekly Report for this project.

SIGNED H M Fillmore LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7857

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

RECEIVED
OCT 20 1975
CONSTRUCTION SECTION
Harwood
Johnsen
Walker
Richards
Glenn
Berg

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, WA 99362

October 17, 1975

Mr. C. T. Keasey, Construction Engineer
Oregon State Highway Division
329 Highway Building
Salem, OR 97310

Re: Ladd Canyon-N. Powder Section
Contract No. 7857
Job No. 4743 - UNION
PETROLEUM ESCALATION CLAIM
Serial Letter #WW-68

Dear Mr. Keasey:

Reference your letter of September 12, 1975 requesting adjustments and explanations on our claim as submitted.

The intent of Section 2, Chapter 32, 1974 laws, was to reimburse contractors for losses due to petroleum escalation occurring during their contracts.

We had no reason to anticipate the petroleum cost inflation at time of bid (December 7, 1972) and the best pricing data we had at that time was the current price of products at time of bid, or advance quotations, where they were offered.

We had a contract with OSHD for the adjoining contract to the north (Ladd Canyon) and we used current prices from the Ladd Canyon project to price our proposal for contract 7857.

The diesel price in effect at time of bid, and the price we used to compute our costs for the bid, was the $0.1195 per gallon we were paying on Ladd Canyon project. A copy of this quotation is attached.

You are correct in questioning the price of Rotella 30 oil. The proper price should be $0.67.

You question the approximately 66,000 gallons of diesel fuel which was delivered to tanks at the Ladd Canyon project. These deliveries, totaling 65,765 gallons were made as follows:

NOTED
H.S. COULTER

RECEIVED
OCT 20 1975
Office of
Assistant State Highway Engineer

10-20-75 cc. Coulter ✓
For your information

LADD CANYON
Diesel Delivery

Date	Invoice #	Gals.	Price	Shipping Origin
1/10/73	3682	7215	.1195	East Pasco
1/29/73	061	7349	.1395	"
2/7/73	443	7298	.1395	"
2/12/73	488	7397	.1395	"
2/21/73	055	7297	.1395	"
3/8/73	1744	7420	.1395	"
3/14/72	2224	7302	.1395	"
3/16/73	1258	7141	.1395	"
3/20/73	1276	7346	.1395	"
		65765 Total Gals.		

Price Difference $1,171

These deliveries were made to Ladd Canyon storage tanks for use on project 7857 for two reasons. First, we had extra storage tanks at Ladd Canyon and wanted to utilize them. Second, and most important, we were hoping to get delivery at the quoted price of 0.1195 for Ladd Canyon.

When Shell discovered we were using this diesel at project 7857, they raised the price to $.1395.

The total money requested in the escalation claim for this quantity of diesel fuel was $1,171 and we would not object to whatever decision you make on this amount.

In answer to your question on the bitumuls claim component, we would offer the following background information.

Shell Oil Company made the lowest prejob quote on cutback asphalts but Shell does not furnish bitumuls. We went into the bid using Shells asphalt quotation and a bitumuls quotation from Chevron. When prices rose, Shell stayed with their quoted price but Chevron did not choose to do so. We called them to plead for mercy as their prices at time of delivery were for over the quoted price but they charged going price at time of delivery.

Their original quotation was by Ron Truce, Spokane, 509-KE4-7760.

What effort was made to
have Chevron comply with
quotation —

10-21-75

We would be glad to meet with you to explain any further questions you might have.

We would hope for expeditious and favorable consideration.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben

Norman V. McKibben
Area Manager

NVM:gmf

Attachment

cc: H. M. Fillmore, OSHD
Vancouver
File

SHELL OIL COMPANY

275 Middlefield Road
Menlo Park, California 94025

Date MARCH 14, 1972

SHELL OIL COMPANY (herein called "Shell") offers to sell to Peter Kiewit Sons Co., Inc. (herein called "Buyer") Buyer's requirements of the "Shell Products" listed below, during the period from February 1, 1972 to December 31, 1972, delivery to be made at the places, by the methods and on the terms and conditions hereinafter set forth; provided that Shell shall not be obligated to deliver any more of any product than the maximum quantity thereof specified below.

PRODUCT	PLACE OF DELIVERY	TYPE OF DELIVERY	MAXIMUM QUANTITY	PER GALLON PRICES
Shell Dieseline	Ladd Canyon, Or.	Truck/Trailer	500,000 gal.	$0.1195
Shell Gasoline	" " "	"	75,000 gal.	0.2440

Prices for tank-truck delivery are for single deliveries of 400 gallons or more. When smaller deliveries are required, the prices shall be increased by the following amounts:

	GASOLINE/STOVE OIL FURNACE OIL/DIESELINE	KEROSENE
200 to 399 Gallons	$0.01	$0.03
40 to 199 Gallons	.03	
20 to 199 Gallons		.065
Less than 40 Gallons	.10	

Transport-truck or truck-and-trailer deliveries shall be made only in quantities equal to the full capacity of the equipment selected by Shell for making the delivery.

All prices are firm for the period hereof.

Applicable sales, use and other excise taxes will be added to the prices unless expressly included therein, in which event any increase in taxes shall be added to and any decrease in taxes shall be deducted from such prices. Prices for all products other than gasolines are exclusive of taxes; prices for gasolines include the present State Motor Vehicle Fuel Tax of seven cents per gallon and (include) ~~(exclude)~~ the Federal Excise Tax of four cents per gallon.

Terms of payment shall be cash on delivery or such credit terms as may be extended by Shell, which may be altered or revoked by Shell at any time.

Buyer represents that the products purchased hereunder are for Buyer's own consumption; and if any of such products are sold or offered for sale by Buyer, Shell shall have the right to suspend deliveries hereunder or to terminate this contract by notice to Buyer.

A deposit of $6.00 will be required of Buyer for each returnable drum. The deposit shall be repaid when the drum is returned in satisfactory condition.

Shell shall be excused from performance of its obligations hereunder when and to the extent that such performance is delayed or prevented by any cause beyond its control.

This offer is for acceptance within thirty days from the date hereof. Should you accept, please sign in the space provided below and return the original to Shell. If not accepted within that time this offer shall be void.

Prices for tank-truck delivery are for single deliveries of 400 gallons or more. When smaller deliveries are required, the prices shall be increased by the following amounts:

	GASOLINE/STOVE OIL FURNACE OIL/DIESELINE	KEROSENE
200 to 399 Gallons	$0.01	$0.03
40 to 199 Gallons	.03	
20 to 199 Gallons		.065
Less than 40 Gallons	.10	

Transport-truck or truck-and-trailer deliveries shall be made only in quantities equal to the full capacity of the equipment selected by Shell for making the delivery.

All prices are firm for the period hereof.

Applicable sales, use and other excise taxes will be added to the prices unless expressly included therein, in which event any increase in taxes shall be added to and any decrease in taxes shall be deducted from such prices. Prices for all products other than gasolines are exclusive of taxes; prices for gasolines include the present State Motor Vehicle Fuel Tax of seven cents per gallon and (include) (~~exclude~~) the Federal Excise Tax of four cents er gallon.

Terms of payment shall be cash on delivery or such credit terms as may be extended by Shell, which may be ltered or revoked by Shell at any time.

Buyer represents that the products purchased hereunder are for Buyer's own consumption; and if any of such products are sold or offered for sale by Buyer, Shell shall have the right to suspend deliveries hereunder or to term nate this contract by notice to Buyer.

A deposit of $6.00 will be required of Buyer for each returnable drum. The deposit shall be repaid when the drum returned in satisfactory condition

Shell shall be excused from performance of its obligations hereunder when and to the extent that such performce is delayed or prevented by any cause beyond its control

This offer is for acceptance within thirty days from the date hereof. Should you accept, please sign in the space vided below and return the original to Shell If not accepted within that time this offer shall be void

EPTED March 18 19 72

TER KIEWIT SONS CO., INC.

SHELL OIL COMPANY

BY F. J. Davies
Manager, Western Construction Sales Are

WMR 118 (REV. 10-68)
PRINTED IN U.S.A.

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

FA No. I 80N-6(60) 275

Contract No. 7957 Section LADD CANYON - N. POWDER

Funds in Author. $ 10,184,542

Type Revision SFO No. 20 Amount $ 575

Status Total Project Author.: Over ___ % $ ___ Under 1.2 % $ 110,249.37

Explanation (why) and Comments SEVEN ADDITIONAL WARNING SIGNS ARE TO BE INSTALLED ON THE COUNTY FRONTAGE ROAD CONSTRUCTED ~~INSTALLED~~ UNDER THIS CONTRACT. CONTRACTOR HAS COMPLETED CONTRACT WORK AND HAS REMOVED HIS MEN AND EQUIPMENT FROM THE JOB SITE. WORK IS NECESSARY FOR THE SAFETY OF THE TRAVELING PUBLIC. STATE FORCES ARE THE MOST ECONOMICAL AND EXPEDITIOUS WAY TO ACCOMPLISH THE WORK

Est. increase/decrease in cost $ 575

Method of Payment ACTUAL COST

Discussed Asst. Constr. Engr. —

Price checked by Cost Analyst —

Discussed with DICK NICHOLS on 9-11-75 by D. A. Lee

Action Recommended:

☑ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☑ PARTICIPATING
☐ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED ___

☐ NON PARTICIPATING
☐ WITH SUPPORTING DAT.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7857

Order No. 20

Section Ladd Canyon-N. Powder Section

Date Sept. 5, 1975 , 19

Highway Old Oregon Trail

F.A.P. No. I80N-6(50)275

County Union

Prefix 631-1078 Account No. 276-20

Description of Work To Be Done:

Warning signs on roads to be turned over to Union county.

Approval Recommended as of 9/11/75

APPROVED EFFECTIVE DATE

Contingent upon modification of project agreement if additional funds are required

BY

TITLE

DATE

FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

'FC' Sta. 1175

County Rd. # 563 Sta. 841

Coughanour Lane

'F' Sta. 107+

'FP' Sta. 945+

Estimate of Quantities and Costs:

58.5 sq. ft. of Type 'D' signd, and 7 only 4"x4" wooden posts:

Material	$ 284.00
Labor	216.00
Equipment	75.00
Total	$ 575.00

Explanation: The work is necessary for the safety of the traveling public. The contract work has been completed and the contractor moved equipment from the area. The cost to move equipment and men back to perform this small amount of work is considered excessive and State forces in the area can perform this work more economically.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 10184542.00

Present estimate of project cost, including $ 575.00 for work under this order $ 9374292.63

Expected ~~under-run~~ ~~over-run~~ (amount) underrun . $ 110249.37

Expected under-run xxxxxxx (per cent) 1.2

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore
Resident Engineer

Approval Recommended:
Por: Construction Engineer or Bridge Engineer

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER

Approved:
Construction Engineer

7857 43

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 15, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Contract No. 7857

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. Keasey

The contract work in the subject project is accepted as of August 27, 1975.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
SEP 23 1975
Office of
Assistant State Highway Engineer

9-23-75
cy Keasey
[illegible]
TAA

NOTED
H.S. COULTER

[illegible] 45

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974—732-629

STATE COPY

8-27-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
G K Hossner

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 16	COUNTY Union	DIVISION Oregon

IN COMPANY WITH
Unaccompanied

DATE OF INSPECTION 8-27-75	INSPECTION MADE BY Original signed by R. A. NICHOLS R. A. Nichols, Area Engr	PROJECT NO. I-80N-6(50)275

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

LADD CANYON NORTH POWDER SECTION
OLD OREGON TRAIL HWY
Grading, Paving, Structures, & Signing

The project work including reshaping borrow sources and miscellaneous small pickup items appears to be completed satisfactorily. Acceptance of the contract work is recommended.

RECEIVED
SEP 25 1975
Office of
Assistant State Highway Engineer

9-25-75
cc Const

RECEIVED
STATE HWY ENG
SEP 24 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 21, 1975

23,

FROM: C. T. Keasey Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

FILE: CON 5 #7857

SUBJECT: Petroleum Escalation Claim
Ladd Canyon-North Powder Section
Old Oregon Trail Highway, I-80N
Contract No. 7857

Enclosed for your review and consideration is the petroleum escalation claim submitted by Peter Kiewit Sons' Company on the subject project under the provisions of Section 2, Chapter 32, Oregon Laws 1974 (Senate Bill 1009).

No claim is made on asphalt and it must be assumed that Peter Kiewit Sons' Company had price protection from their supplier on this item. The major part of the claim (80%) is based on escalation of diesel fuel costs, with the balance distributed among gasoline, lubricants, propane and emulsified asphalt.

Although the money amount of this claim is the largest yet submitted under the existing law, it is still only slightly over 2% of the total contract bid item payments. It is difficult for me to see how a large diversified company such as P.K.S. can be in financial jeopardy, for which the law was intended to provide relief, with such a low percentage loss of anticipated profit.

I concur in Mr. Bond's recommendation for denial of this claim.

Please inform us of your decision.

No formal response has been given to Peter Kiewit Sons', as yet.

Discussed w/CTK, John B & Jack Sollis

Construction is going to obtain some add'l info from PKS. — File returned to Const. —

7-23-75

HSC

CTK:fr

Enc.

RECEIVED
JUL 22 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 18, 1975

FILE: CON 5 #7857

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ladd Canyon-North Powder
Contract No. 7857
Petroleum Escalation Claim

TO: C. T. Keasey
Construction Engineer

Peter Kiewit Sons' Company has submitted a petro escalation claim in the amount of $183,617.54. This is one of the older projects eligible for consideration of escalation under the existing law (Section 2 Chapter 32, Oregon Laws of 1974, Senate Bill 1009).

In reviewing this claim, the following factors have been considered:

1. Bids were opened on the project December 7, 1972 (10 bidders). This was well before the first of the rises in petroleum products which eventually led to passage of this law.

2. Of the actual claims which have been submitted to us under this law to date, this one is on the next to oldest contract and is for the largest money amount of any.

3. Based on using the contractor's claim amount (the Resident Engineer can confirm only a smaller amount) compared to the actual payments made on bid items only, the highest percentage of effect on the project which can be assigned to this claim is 2.28%. Some statistical data on the contract is shown on an attached summary sheet. Using the Resident Engineer's confirmed escalation cost of $166,337 compared to bid item payments gives a percentage of 2.07. The same escalation cost in comparison to the total contract payments derives 1.85%.

   The exact numbers to be used are subject to some interpretation due to the influence of work added during the life of the contract. Some of the added work was under price agreements negotiated later in the contract after escalation of costs was apparent or under extra work orders after increases in rental rates were made which included the higher fuel costs. This contract includes a particularly large price agreement in this category. This was for the added slide counterbalance work with a price agreement amount of $549,735. The price agreement was approved in February 1974 which was after fuel costs had already started rising. I believe the 2.07% relationship is the best one to keep in mind on this project.

4. The contractor apparently had price protection for the asphalt used in the A.C. work on the project. The largest component of his escalation claim is for diesel fuel. It makes up 80% of the amount claimed. The rest of the claim is for increases in gasoline, grease and oil, propane and emulsified asphalt. A pertinent factor concerning the claim is the contractor's statement that no commitment (quotations) were secured for the project requirements at the time of bidding. On this basis, the contractor uses a starting diesel cost of $.1195 per gallon and with good documentation shows that it escalated to as much as $.3697 per gallon.

5. I believe the entire issue here comes down to whether an increase of about 2% in project cost is sufficient impact as to be recognized under the escalation law. The highest percentage escalation claim presented so far was 3.7% on Contract No. 7973 by Laskey-Clifton Corp. for Umpqua Highway Junction (Reedsport). This involved a subcontractor, or materials supplier, and the circumstances on that project are somewhat muddled as to the exact status of the asphalt subcontractor.

The largest money amount escalation claims are probably yet to be presented to the State. I would expect Woodburn-Hayesville to be larger than this Kiewit claim even if contractors continue to receive price protection on the remaining asphalt used on contracts eligible under the existing law. Another point here is that we may ultimately find that the contractor on Woodburn-Hayesville, or even other contractors that may still present escalation claims had some kind of limiting or enforcible price quotations on their fuel. It may be an oversimplification to emphasize just a simple percentage relationship on the escalation money amount.

To make comparisons with the contractor's profit, or loss of profit, requires a much more complex investigation which still wouldn't get down to the true effect on the larger contractors, particularly those such as Kiewit, or Dillingham which have other diverse interests. Surely escalation has affected a smaller contractor who probably does only one or two projects a year more than the very large diversified firms that have interests other than contract construction.

I believe that the claim presented by Kiewit does represent a significant amount of the possible profit on this project, but that it is questionable whether it was of sufficient impact to establish a State obligation under the escalation law.

I recommend that Kiewit's claim be denied. I suggest that the claim be carefully reviewed by higher authority before any formal response is given to the contractor.

JAB:fr

Att.

CONTRACT NO. 7857

LADD CANYON-NORTH POWDER SECTION

Original Contract Amount $8,271,616 Bid December 7, 1972

Original Contract Asphalt Bid Items

BI	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
20	Seal Asphalt	560	ton	$53.00	$ 29,680
22	Paving Asphalt	6,100	ton	41.00	250,100
23	Tack Coat	32	ton	50.00	1,600
25	RC-250 Prime	200	ton	50.00	10,000
	Total	6,892 ton		Total	$291,380

Actual Contract Amount (Est. #26 6-5-75)

Contract Bid Items		$8,041,397.20
E.W.O. Amount		91,388.62
P.A. Amount		863,032.09
Liquidated Damages	(-)	300.00
	Total	$8,995,588.81

Actual Contract Amount Asphalt Items

BI	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
20	Seal	455	ton	$53.00	$ 24,115
22	Paving	6,199	ton	41.00	254,150
23	Tack Coat	9.5	ton	50.00	476
25	RC-250, Prime	27	ton	50.00	1,348
	Total	6,690.5 ton		Total	$280,089

Project Cost as Percentage of Original Bid Amount.

$$\frac{\$8,996,000}{\$8,272,000} \times 100 = 108.8\%$$

Actual Asphalt used in tons as Percentage of Original Bid Amount.

$$100 \times \frac{6,690.5}{6,892} = 97.1\%$$

Contractor's Claim as a Percentage of Contract Payments.

$$\frac{\$\ 183,617.54}{\$8,995,588.81} \times 100 = 2.04\%$$

Contractor's Claim as a Percentage of Payment on Bid Items only.

$$\frac{\$\ 183,617.54}{\$8,041,392.20} = 2.28\%$$

FORM A-139

G-1N (BT 81)

Oregon State Highway Division

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS

Section	Ladd Canyon - North Powder	**Contract No.**	7857
Highway	Old Oregon Trail	**F.A. Project No.**	I-80N-6(50)275
County	Union		
Kind of Work	Grading, Paving, Structures, Signing	**Job Prefix**	631-1028
Contractor	Peter Kiewit Sons' Co.	**Date of Award**	DEC 20 72
Specified Completion:	500 Calendar Workdays	**Regional Engineer**	W. E. Schwartz
		Resident Engineer	H. M. Fillmore

CONSTRUCTION AUTHORIZATION

Contract amount		$ 8,271,616.00
Additional anticipated items: Flagging (State Share)	$ 33,000.00	
Slide Correction	50,000.00	
Permanent Pave Striping	3,000.00	
Stage Construction Strip	500.00	
Temporary Erosion Control	10,000.00	
On The Job Trainees	12,000.00	
St Responsibility Damages	1,000.00	
Adjust Utilities	.00	
California Pac Util Co	5,000.00	
Pacific Northwest Bell	3,200.00	
Chevron Pipe Natural Gas Co	32,000.00	
El Paso Natural Gas Co	9,000.00	
Sunnyslope Irrig District	24,000.00	
Constr Conc Weir Sta 1140	5,000.00	

BEGIN CAL DAY COUNT Mar. 1, 1973
START WORK FIRST NOTIF Jan. 2, 1973
COMPLETION DATE 2nd NOTIF June 13, 1975 (509)
TIME EXTENSION TO ____ ON ____
TO ____ ON ____, TO ____ ON ____

Subtotal	
Contingencies (4½%)	$ 8,459,316.00
Construction Engineering (8%)	380,669.22
Subtotal	676,745.28
Credit for	$ 9,516,730.50
	-
Total original construction authorization	$ 9,516,730.50
Authorization increases, approved by Commission: 7-30-74	667,811.50
Total present construction authorization	$ ~~10,516~~ 10,184,542.00

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
12/26 12/28	12-21-72	EW	1	33,000	Flagging	
" "	"	EW	2	12,000	Trainees	
1/23 1/23	1-16-73	FA	1	1500	Reshape & [illegible] Crossing [illegible]	
2/6 2/8	1-30-73	FA	3	734	Turn on light [illegible]	
2/15 2/15	1-29-73	EC	2	~~1200~~ 4347.48	Adj. Pac NW [illegible] + Cal-Pac Utilities	

(Continued on reverse side)

/21	3/6	2/12/73	[illegible]	185	Furn 24" Coated Culv pipe
/28	3/12	2/4/73	SFO-4	938.75	Stage Constr. Striping
/13	3/19	3/6/73	EW-5	176.46	Load-Haul 30" Culv pipe
/13	3/19	2/19/73	PA-6	795.36	Furn-Install extra brace posts & gateways
/13	3/19	"	PA-7	2136.00	" - " 36" CMP in lieu of 24"
/12	"	"	PA-8	500	Furn-Install trash rack
/16	3/21	3/7/73	SFO-6	49,578	Adj. Chevron pipe lines
/30	4/5	3/28/73	PA-9	380	Furn-Install 24 gate.
/3	4/5	3/23/73	SFO-5	5200	Replace Parker ditch facilities
/14	4/19	3/28/73	PA-10	3908.01	Constr. Conc wingwalls
/25	4/27	4/9/73	EW-7	1300	Constr. Div. Box & Stock Tank
/18	4/27	4/16/73	SFO-7	500	Exploratory Drilling
/30	5/2	4/26/73	EW-8	2500	Patch fill sag
"	"	"	EW-4	6000	Constr. Diversion Weir
/28	5/3	2/27/73	SFO-8	200.	Load-Haul pile cutoffs
/7	5/11	5/3/73	PA 11	4240	change specs for gates
/4	6/6	5/23/73	SFO 9	1820	Adj. CalPac. facilities
/2	7/3	6/21/73	SFO 10	4215	Exploratory drilling in slide
7/16	7/17	7/10/73	PA-12	-403 ~~768~~	~~Special surface finish on Br.~~ change in neoprene pads
8/6	8/8	7/19/73	PA-13	157.35	Furnish retarder
8/6	8/9	7/18/73	SFO-10 Supp.	25,000.-	Extend original order
8/13	8/16	8/9/73	PA-14	66450	O'run of Emb. Found. Exc.
[illegible]	8/21	8/8/73	SFO-11	315.55	Purchase & Install Mile Posts
9/12	9/13	9/6/73	EW-9	300	Re-establish power to pump house
9/14	9/14	9/10/73	EW-10	1410	Remove & Replace pavement for pipes
10/1	10/1	9/26/73	PA-15	3460.	Revised top deck slab supports
10/1	10/2	9/12/73	EW-11	200	Correct Mileage on type "A" Signs
10/15	10/15	10/11/73	PA-16	-190	Change Bid Item 81 - Salvage Pipe
10/10	10/17	10/1/73	PA-17	3,000	Furnish & Operate self loading Scraper
11/13	11/14	10/25/73	SFO 12	7,500	Furnish & Place Cold Mix A.C.
11/16	11/19	11/9/73	PA 19	-1300	Allow variance in web plate fabric.
12/12	12/17	11/1/73	PA-18	85.00	Additional cost - change of weld size
12/12	12/17	11/1/73	PA 21	0	Change Asphalt spec. to A.R.
12/31	1/2	12/10/73	PA 22	$519,735	All work necess. for counter balance rt. of Sta. 750
1/13	2/26	2-6-74	PA 23	4,161.80	Revised Guard Rail Anchors & Ends
3/7	3/7	2-15-74	PA 24	946.05	Delete P.C.C. Term. Anchors, Subst. Terminal Expansion Joints
3/20	3/21	2-20-74	EW 12	500	Revise 3 Post Breakaway Sign support
4/5	4/9	4-1-74	PA-25	-8,027	Delete P.C.C. Pavement and use A.C. in Slide area.
4/5	4/9	3-22-74	EW-13	2,700	Lower sub grade under Wolf Creek Structure to obtain 17 ft. Clearance
5/9	5/14	4-29-74	PA 29	2,175	Pit run rock for erosion control

Cont. 7857 continued

RECORD OF WORK ORDERS - (Continued)

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
3/11 4/12	3-15-74	SFO	13	76,945	Relocate	2-8" petroleum lines
4/18 4/26	4-3-74	PA	26	1320	12 ft.	Manhole in Counterbalance
5/15 5/15	4-13-74	PA	28	—	Document	Spec. revision - Brk-a-way Sign Po
5/20 5/21	5-14-74	EW	14	450	Remove	& dispose of old fencing
5/[illegible] [illegible]	4-23	PA	29	$[illegible]	Mo[illegible]	[illegible] SIGNS
5/20 5/[illegible]	5-16-74	PA	33	0	Design	change in spec
5/20 6/[illegible]	4/4	[illegible]	27	[illegible]	[illegible]	Access Road
[illegible]	5/[illegible]/74	[illegible]	31	22,[illegible]	Added	Fencing
6/11 6/14	—	SFO	14	$4991	Bury	Telephone Cable
6/17 6/18	6/10/74	EWO	15	700.00	Install	1" Pipe in 6" conduit
6/17 [illegible]	5/31/74	PA	34	191.00	[illegible]	[illegible] on Breakaway [illegible]
[illegible]	[illegible]	PA	3[illegible]	8,8[illegible]	[illegible]	[illegible]
6/20 6/20	6/17/74	SFO	15	300.00	[illegible]	[illegible] Pole
6/[illegible] 7/[illegible]	[illegible]		37		[illegible]	[illegible]
8/1 8/1	7-29-74	EWO	18	500	Sandblast	Temp. Striping-move guide Post
8/1 8/2	7-26-74	EWO	16	2,214	Construct	Spring Box & pipe
8/1 8/2	7-29-74	EWO	17	2,317.45	Construct	Diversion Box & pipe line
8/13 8/14	8-12-74	EWO	19	1,075	Remove	top of RCBC & Backfill
8/13 8/14	7-24-74	PA	37	7,559.36	Additional	Cement in P.C.C. Pavement.
8/13 8/14	7-29-74	PA	38	-17,040	Sell Metal	Snow Fence to Contractor
8/16 8/20	8-9-74	PA	40	0	Document	Change of Specs BSP.
8/13 8/28	7-31-74	PA	39	-5600	Delete fe	rtilizer on 175 Acres of Seeding & Mulching.
~~9/16 9/17~~	~~8-21-74~~	~~PA~~	~~36~~		Furn. & Inst	'l. gates.
9/16 9/17	8-21-74	PA	36	12,195	Transfer	cost of snow fence from holding Acct. to Project.
9/3 9/20	8-26-74	SFO	17	17640	Stripe-t	emporary —
10/2 10/25	9-27-74	SFO	A S.phl.	12,737.50 ~~1000~~	Remove	striping
10/2 10/25	9-27-74	SFO	18	4,192.82	Pick-up &	Dispose of Boulders
12/4 12/4	11-27-74	EW	20	5,075		
12/10 12/12	11-25-74	PA	42	263.74	Furn washers	& Bolts for Snow Fence. along Frontage Rd.
12/13 12/19	12-5-74	PP	43	-400	Credit - Delete	Pavement Arrows.
12/13 12/23	11-20-74	PP	41	186.42	Extra Costs,	Detail Error - Alum. Rail
12/26 12/31	12-16-74	EWO	21	1000	Repair	traffic caused damages to guard rail, signs, fence, etc.
12/26 1/8	12-11-74	PA	44	2700	Equip Rent	- overrun of P.A. Work
12/26 1/8	12-11-74	PA	45	6660	″	″ ″ ″

Contr. 70s 1

RECORD OF WORK ORDERS - (Continued)

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
1/21 2/5	1-2-75	PA	46	-2628.91	Penalty	Non-spec. Concrete Aggregate.
1/22 2/11	1-17-75	SFO	19	-778.40	Credit -	Transfer of excess
				to sign	Departmen	t. Signs Paid for
Speed Signs &		type "U" Signs				
under	Bid	items.				
3/28 4/1	3-17-75	PA	47	-7538.17	Penalty N	on-Spec. A.C. Mix, & compact.
4/11 4/14	4-3-75	PA	49	140.	Construct	12" Paved culvert
end	slope.					
4/21 4/23	4-17-75	EW	22	11,200	Exc., Load	& Haul material from
Cinder	Pit Borrow		to	random	Fill EB	Lanes.
4/11 4/30	3-28-75	PA	48	11,154	Furn & Inst	Wooden stops in
fence.						
5/19 5/19	5/17/75	EWO	23	1,250.00	Const. addit.	drainage ditchs.

7857

STATE COPY

Monthly transaction number	PR-2A 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Union
Modification number 1	12-2-74	Project number I-80N-6(50)275

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,160,169	$ 10,210,031
Federal funds	$ 8,452,086	$ 9,420,790
Other revisions		

This modification is made for the following reasons:

To include authorized items previously retained in program status and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2d day of December, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By W. F. Smith
(Division Engineer)

for G. L. Green

By ____________________

____
(Title)

By ____________________

____
(Title)

Oregon State Highway Division

Federal Aid Project
No. I-80N-6(50)275

LADD CANYON-NORTH POWDER SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, November 26, 1974

Revised Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 700+00 to Sta. 1190+00)

Subtotal on previous estimate of January 15, 1973 $7,163,572.00

Additional Approved Items

P.A. 22

General Excavation and Haul	237,130	cu.yd.	2.50	$ 592,825.00
Clearing	Lump	Sum		3,160.00
Trench Excavation	500	cu.yd.	2.30	1,150.00
Extra for Handling Native Soil	15,000	cu.yd.	0.75	11,250.00
18-inch Culvert Pipe	50	lin.ft.	8.00	400.00
24-inch Culvert Pipe	300	lin.ft.	9.00	2,700.00
8-inch Drain Pipe	2,500	lin.ft.	4.00	10,000.00
Salvage & Reinstall Gate	Lump	Sum		250.00
Salvage & Reinstall Type I Fence	1,880	lin.ft.	0.55	1,034.00
Special Filter Material	400	cu.yd.	10.00	4,000.00

P.A. 27

Tractor with Dozer	24	hour	55.00	1,320.00
Grader	76	hour	30.00	2,280.00
Trench Excavation	35	cu.yd.	2.30	80.50
18-inch Culvert Pipe	120	lin.ft.	8.00	960.00
1" - 0 Crushed Aggregate	9,890	ton	2.95	29,175.50

P.A. 31

Type I Fence	32,800	lin.ft.	0.68	22,304.00
Type II Fence	1,330	lin.ft.	0.79	1,050.70

P.A. 39

Seed & Mulch with Fertilizer	80	acre	280.00	22,400.00
Seed & Mulch without Fertilizer	175	acre	248.00	43,400.00
EWO 4 Construct Diversion Weir (Sta. 1140)	All	Required		8,864.40
EWO 8 Asphalt Concrete Patching	All	Required		19,943.08
SFO 2 California Pacific Utilities	All	Required		6,154.23
SFO 3 Sunnyslope Irrigation District	Lump	Sum		24,000.00
SFO 5 State-Participants Irrigation Ditch	Lump	Sum		5,000.00

SFO 6 Chevron Pipe Line Co.	All Required	40,778.07
SFO 10 Slide Exploration and Investigation	All Required	25,000.00
SFO 13 Chevron Pipe Line Co.	All Required	69,950.00
SFO 14 Pacific Northwest Bell	Lump Sum	4,991.00
	Increase	$ 954,420.48
	Subtotal	$8,117,992.48
	10% Engr. & Cont.	811,798.52
	Total	$8,929,791.00

Type Code Y002
Signing

Same as previous estimate of January 15, 1973	$ 36,109.00
Structures same as previous estimate of January 15, 1973	$1,244,131.00

Length of Roadway - - - - - - - - - -	9.228 miles
Length of Structure - - - - - - - - -	0.012 mile
Total	9.240 miles
Cost of Roadway per Mile- - - - - -	$967,684.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 8,929,791.00	$8,239,514.00	$690,277.00
Signing	36,109.00	33,317.00	2,792.00
Structures	1,244,131.00	1,147,959.00	96,172.00
Total	$10,210,031.00	$9,420,790.00	$789,241.00

Group 1 - 100%

Contract No. 7857

Prefix: 631-1078

SFO 2 Work by California Pacific Utilities

Installation

Labor	$5,375.00	
Equipment rental	25.00	
Materials	2,139.44	
Contingencies	753.56	
	$8,293.00	

Removal

Labor	$ 835.46	
Salvage value	(40.00)	
	$ 795.46	
Total	$9,088.46	
State Share 50%	=	$4,544.23

Additional Adjustments

Labor and Materials		1,610.00
	Total	$6,154.23

SFO 6 Work by Chevron Pipe Line Company

Labor	$ 4,840.00	
Equipment	700.00	
Materials	11,113.00	
Contract Work	26,365.00	
	$43,018.00	

Additional Casing

Labor and Material	6,500.00	
Total	$49,518.00	
State Share 82.35%	=	$40,778.07

SFO 3
Sunnyslope Irrigation District

Lump Sum Payment as per Approved Agreement	$24,000.00

SFO 5 State-Participants Irrigation Ditch Agreement

Lump Sum Payment as per Approved Agreement	$ 5,000.00

SFO 13 Chevron Pipe Line Company
Relocate 2 8-inch Petroleum Lines

Company Expense	$ 6,130	
Contract Labor	46,780	
Material	17,040	
	$69,950	$69,950.00

SFO 14 Pacific Northwest Bell
Bury Telephone Cable

Labor	$ 993	
Contract Cost (trenching)	2,000	
Equipment	44	
Material	1,954	
	$ 4,991	
		Lump Sum $ 4,991.00

7857.

STATE COPY

Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 1-27	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-16-73	TE Oregon
		COUNTY Union
PROJECT REPORT NO. 5		PROJECT NO. I-80N-6(50)275

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N North Powder, N'ly 9.25 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-15-72	9.25
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 9,160,169	FEDERAL FUNDS 8,452,086 $ ~~8,578,957~~

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By L. H. Young for E. S. Hunter
Asst. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Engineer)
for G. L. Green
Date executed by Division Engineer JAN 16 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-6(50)275

LADD CANYON-NORTH POWDER SECTION

OLD OREGON TRAIL HWY. IN UNION COUNTY

Salem, Oregon, January 15, 1973

Project Agreement Estimate.

Type Code
Roadway (Sta. 700+00 to Sta. 1190+00)

Mobilization	All	Required		$ 676,000.00
Furnishing Field Laboratory Building	1	only	500.00	500.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Clearing and Grubbing	All	Required		45,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
Ditch Excavation	4,800	cu.yd.	2.00	9,600.00
Embankment Foundation Excavation	130,700	cu.yd.	1.50	196,050.00
General Excavation	2,115,000	cu.yd.	0.65	1,374,750.00
Extra for Selected Topsoil Material	102,600	cu.yd.	0.75	76,950.00
Overhaul	987,000	C-yd.sta.	0.15	148,050.00
Trench Excavation	14,400	cu.yd.	2.30	33,120.00
Blade Grader	90	hour	20.00	1,800.00
Tractor with Dozer	110	hour	30.00	3,300.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Obliteration of Roadway	All	Required		1,000.00
Watering	33,000	M-gal.	1.00	33,000.00
Plant Mix Aggregate Base	465,000	ton	1.60	744,000.00
Cement Treated Base Mixture	106,000	ton	3.05	323,300.00
Portland Cement in CTB Mixture	5,830	ton	35.00	204,050.00
Asphalt in Seal	560	ton	53.00	29,680.00
Class 'B' Asphalt Concrete Mixture	94,000	ton	4.75	446,500.00
Asphalt Cement in Mixture	6,100	ton	41.00	250,100.00
Asphalt in Tack Coat	32	ton	50.00	1,600.00
3/4"-0 Aggregate in Prime Coat	1,150	cu.yd.	4.00	4,600.00
RC-250 Asphalt in Prime Coat	200	ton	50.00	10,000.00
Continuously Reinforced Concrete Pavement	262,000	sq.yd.	6.20	1,624,400.00
Reinforced Concrete Pavement	450	sq.yd.	9.00	4,050.00
Pavement Terminal Anchors	600	lin.ft.	22.00	13,200.00
Class A Concrete in Box Culverts and Diversion Boxes	1,440	cu.yd.	100.00	144,000.00
Reinforcement in Box Culverts and Diversion Boxes	250,000	lb.	0.20	50,000.00

Concrete Ditch Lining	780 sq.yd.	15.00	11,700.00
Aggregate Foundation Material	2,400 cu.yd.	8.00	19,200.00
12-inch Culvert Pipe	320 lin.ft.	7.00	2,240.00
15-inch Culvert Pipe	1,400 lin.ft.	7.50	10,500.00
18-inch Culvert Pipe	4,580 lin.ft.	8.00	36,640.00
24-inch Culvert Pipe	3,230 lin.ft.	9.00	29,070.00
30-inch Culvert Pipe	1,460 lin.ft.	11.00	16,060.00
36-inch Culvert Pipe	530 lin.ft.	13.00	6,890.00
42-inch Culvert Pipe	50 lin.ft.	18.00	900.00
48-inch Culvert Pipe	470 lin.ft.	33.00	15,510.00
42-inch Arch Type Culvert Pipe	110 lin.ft.	23.00	2,530.00
54-inch Arch Type Culvert Pipe	60 lin.ft.	35.00	2,100.00
60-inch Arch Type Culvert Pipe	65 lin.ft.	37.00	2,405.00
18-inch Irrigation Pipe	530 lin.ft.	10.00	5,300.00
21-inch Irrigation Pipe	350 lin.ft.	12.00	4,200.00
24-inch Irrigation Pipe	1,180 lin.ft.	14.00	16,520.00
24-inch Siphon Pipe	330 lin.ft.	17.00	5,610.00
15-inch Paved Culvert End Slopes	12 only	430.00	5,160.00
18-inch Paved Culvert End Slopes	16 only	300.00	4,800.00
24-inch Paved Culvert End Slopes	14 only	475.00	6,650.00
36-inch Paved Culvert End Slopes	2 only	650.00	1,300.00
42-inch Paved Culvert End Slopes	2 only	730.00	1,460.00
48-inch Paved Culvert End Slopes	2 only	900.00	1,800.00
Concrete Inlets, Type G-2MA	50 only	700.00	35,000.00
Concrete Inlets, Type G-2M	2 only	800.00	1,600.00
Concrete Inlets, Type B	1 only	800.00	800.00
Concrete Siphon Boxes	2 only	3,700.00	7,400.00
Concrete Spring Box	1 only	400.00	400.00
6-inch Drain Pipe	600 lin.ft.	3.00	1,800.00
8-inch Drain Pipe	400 lin.ft.	4.00	1,600.00
12-inch Drain Pipe	1,600 lin.ft.	5.00	8,000.00
Special Filter Material in Drains	200 cu.yd.	10.00	2,000.00
Guard Rail, Type 2A	13,000 lin.ft.	4.80	62,400.00
Guard Rail Anchors	30 only	255.00	7,650.00
Extra for Guard Rail Bridge Connections	18 only	220.00	3,960.00
Type 1 Fence	66,500 lin.ft.	0.55	36,575.00
Type 2 Fence	110,800 lin.ft.	0.60	66,480.00
12' x 48" Single Gate	1 only	300.00	300.00
16' x 48" Single Gate	1 only	325.00	325.00
20' x 48" Single Gate	1 only	350.00	350.00
40' x 48" Double Gates	6 only	400.00	2,400.00
Extra for Asphalt Approaches	16 only	150.00	2,400.00
Extra for Asphalt Ditch Lining	6,600 sq.yd.	4.50	29,700.00
Loose Riprap, Class 100	600 cu.yd.	3.50	2,100.00
Grouted Riprap	22 cu.yd.	50.00	1,100.00
12' Cattle Guards	1 only	1,900.00	1,900.00
16' Cattle Guards	1 only	2,000.00	2,000.00
26' Cattle Guards	8 only	3,000.00	24,000.00
Guide Posts	540 only	8.75	4,725.00

Guide Posts, Flexible	30 only	25.00	750.00
Metal Snow Fence	5,200 lin.ft.	5.00	26,000.00
Roadside Seeding and Mulching	290 acre	280.00	81,200.00
			$ 7,102,060.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 33,000.00
Permanent Pavement Striping	All Required		3,000.00
Stage Construction Striping	All Required		500.00
Temporary Erosion Control	All Required		10,000.00
On-the-Job Trainee (15 @ $800)	All Required		12,000.00
Work by Pacific N.W. Bell	All Required		3,012.00
			$ 61,512.00
	Subtotal		$ 7,163,572.00
	10% Engr. & Cont.		716,357.00
	Total		$ 7,879,929.00

Type Code Y002
Signing

Removal of Existing Sign Installation	All Required		$ 600.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		3,300.00
Breakaway Sign Posts	All Required		10,000.00
Type "A" Signs in Place	1,203 sq.ft.	9.00	10,827.00
Type "C" & "D" Signs in Place	533 sq.ft.	5.00	2,665.00
Type "E", "F" & "G" Signs in Place	171 sq.ft.	5.00	855.00
Type "EE" Signs in Place	198 sq.ft.	8.00	1,584.00
Type "H" Signs in Place	72 sq.ft.	8.00	576.00
Type "U" Signs in Place	65 sq.ft.	8.00	520.00
Thermoplastic Pavement Arrows	4 only	100.00	400.00
	Subtotal		$ 32,827.00
	10% Engr. & Cont.		3,282.00
	Total		$ 36,109.00

Type Code X771
Wolf Cr. Int. U'xing (Br. No. 9755)(Sta. 1101+02.65)(Length 278 feet)

Shoring, Cribbing, Etc.	All Required		$ 30,000.00
Structure Excavation	500 cu.yd.	6.00	3,000.00
Structure Excavation Below Elevation Shown	45 cu.yd.	10.00	450.00
Granular Backfill Material	190 cu.yd.	10.00	1,900.00
Furnish HP 10 x 42 Steel Piling	770 lin.ft.	4.50	3,465.00

Drive Steel Piles	28 only	120.00	3,360.00
Splice Steel Piles	6 only	25.00	150.00
Class "A" Concrete (512 cu.yds.)	All Required		90,000.00
*Type SA 200 Seal Expansion Joint	70 lin.ft.	60.00	4,200.00
Reinforcement (108,000 lb.)	All Required		18,000.00
Structural Steel (445,000 lb.)	All Required		210,000.00
Three Tube Metal Railing	595 lin.ft.	19.00	11,305.00
Preparation of Slopes	340 sq.yd.	2.50	850.00
Concrete Slope Paving	340 sq.yd.	7.00	2,380.00
Reinforced Concrete Bridge End Panels	150 sq.yd.	25.00	3,750.00
8-inch Culvert Pipe	110 lin.ft.	3.00	330.00
Deck Seal	1,060 sq.yd.	1.00	1,060.00
			$ 384,200.00

*Experimental, Category (2)

Type Code X781
Clover Creek Int. U'xing, Br. No. 13584 (Sta. 837+00)(Length 287 feet)

Shoring, Cribbing, Etc.	All Required (50%)		$ 25,000.00
Structure Excavation	280 cu.yd.	6.00	1,680.00
Structure Excavation Below Elevations Shown	25 cu.yd.	10.00	250.00
Granular Backfill Material	190 cu.yd.	10.00	1,900.00
Furnish HP 10 x 42 Steel Piling	3,010 lin.ft.	4.50	13,545.00
Drive Steel Piles	62 only	120.00	7,440.00
Splice Steel Piles	15 only	25.00	375.00
Class A Concrete (183 cu.yds.)	All Required (50%)		32,000.00
Class AA Concrete (750 cu.yds.)	All Required (50%)		170,000.00
Prestressing Steel (51,800 lb.)	All Required (50%)		31,000.00
Reinforcement (139,700 lb.)	All Required (42%)		21,840.00
Three Tube Metal Railing	630 lin.ft.	19.00	11,970.00
Preparation of Slopes	300 sq.yd.	2.50	750.00
Concrete Slope Paving	300 sq.yd.	7.00	2,100.00
Reinforced Concrete Bridge End Panels	145 sq.yd.	25.00	3,625.00
8-inch Culvert Pipe	170 lin.ft.	3.00	510.00
Deck Seal	1,050 sq.yd.	1.00	1,050.00
			$ 325,035.00

Type Code X781
County Rd. No. 105 U'xing, Br. No. 9780 (Sta. 936+80)(Length 292 feet)

Shoring, Cribbing, Etc.	All Required (50%)		$ 25,000.00
Structure Excavation	280 cu.yd.	6.00	1,680.00
Structure Excavation below Elevation Shown	25 cu.yd.	10.00	250.00
Granular Backfill Material	110 cu.yd.	10.00	1,100.00

Furnish HP 10 x 42 Steel Piling	3,630 lin.ft.	4.50	16,335.00
Drive Steel Piles	62 only	120.00	7,440.00
Splice Steel Piles	15 only	25.00	375.00
Class A Concrete (190 cu.yds.)	All Required (50%)		32,000.00
Class AA Concrete (735 cu.yds.)	All Required (50%)		170,000.00
Prestressing Steel (52,800 lb.)	All Required (50%)		31,000.00
Reinforcement (189,500 lb.)	All Required (58%)		30,160.00
Three Tube Metal Railing	621 lin.ft.	19.00	11,799.00
Preparation of Slopes	280 sq.yd.	2.50	700.00
Concrete Slope Paving	280 sq.yd.	7.00	1,960.00
Reinforced Concrete Bridge End Panels	145 sq.yd.	25.00	3,625.00
8-inch Culvert Pipe	190 lin.ft.	3.00	570.00
Deck Seal	1,110 sq.yd.	1.00	1,110.00
			$ 335,104.00

Type Code X080
Wolf Creek Cattle Drive Bridge No. 16076 (Right of Sta. 1139+00)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structure Excavation	55 cu.yd.	6.00	330.00
Structure Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Class A Concrete (22 cu.yds.)	All Required		4,000.00
4' x 30'/35' Prestressed Slabs	3 only	1,300.00	3,900.00
Reinforcement (2,600 lb.)	All Required		700.00
Metal Rail	80 lin.ft.	15.00	1,200.00
			$ 11,180.00

Type Code X020
Wolf Creek Bridge Nos. 7291 C & D (Sta. 1139+37.64 to Sta. 1139+99.64)

Furnish HP 10 x 42 Steel Piling	2,420 lin.ft.	4.50	$ 10,890.00
Drive Steel Piles	44 only	120.00	5,280.00
Splice Steel Piles	10 only	25.00	250.00
Class A Concrete (428 cu.yds.)	All Required		30,000.00
Reinforcement (102,000 lb.)	All Required		16,000.00
Metal Rail	200 lin.ft.	15.00	3,000.00
Reinforced Concrete Bridge End Panels	380 sq.yd.	25.00	9,500.00
Deck Seal	590 sq.yd.	1.00	590.00
			$ 75,510.00

Subtotal Strs.	$ 1,131,029.00
10% Engr. & Cont.	113,102.00
Total	$ 1,244,131.00

Length of Roadway - - - - 9.228 miles
Length of Structure - - - 0.012 mile
Total - - - 9.240 miles

Cost of Roadway Per Mile $853,915.14

Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Work by Calif. Pacific Util. Co.	All Required	5,000.00
Work by Chevron Pipeline Co.	All Required	32,000.00
Work by El Paso Nat. Gas Co.	All Required	9,000.00
Work by Sunnyslope Irr. Dist.	All Required	24,000.00
Const. Concrete Weir (Sta. 1140)	All Required	5,000.00
	Subtotal	$ 125,000.00
	10% Engr. & Cont.	12,500.00
	Total	$ 137,500.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$7,879,929.00	$7,270,810.00	$609,119.00
Signing	36,109.00	33,317.00	2,792.00
Structures	1,244,131.00	1,147,959.00	96,172.00
Subtotals	$9,160,169.00	$8,452,086.00	$708,083.00
Retained in Program	137,500.00	126,871.00	10,629.00
Totals	$9,297,669.00	$8,578,957.00	$718,712.00

Group 1 - 100%

Contract No. 7857

Prefix: 631-1078

LADD CANYON-N. POWDER SECTION

I-80N-6(50)275

Work by Pacific Northwest Bell

Labor (Includes Additives)	$10,158
Board and Lodging.	784
Equipment.	989
Contract Work.	7,463
Materials.	13,566
Salvage Credit	(140)
Right-of-Way Cost.	3,150
	$35,970
State Share Lump Sum	$ 3,012

LADD CANYON-NORTH POWDER SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required		$ 1,000.00
Salvaging and Stockpiling Pipe	190 lin.ft.	30.00	5,700.00
			$ 6,700.00

7857

LRW CON MCE PER LAG 92 11-21-74 1.13 PM

H S COULTER
C T KEASEY
D H MOEHRING
L E GEORGE

THE LADD CANYON-NORTH POWDER SECTION OF THE OLD OREGON TRAIL HIGHWAY , CONTRACT 7857, WAS OPENED TO FOUR-LANE TRAFFIC AT 12 NOON THIS DATE.

DALE ALLEN
SH$^{3}_{4}$4.$^{17}_{88}$.--904.

K

7857

J

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 20, 1974

TO Mr. C. T. Keasey
Construction Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr. J E Wilson
Asst. Engineer of Materials

SUBJECT Change of Asphalt Grade on
Ladd Canyon-North Powder Project

This morning we had a telephone call from Bruce Mackintosh, with Shell Oil Company, regarding the planned change from AR2000 grade asphalt to AR4000 for asphalt concrete paving on the Ladd Canyon-North Powder project. He was wondering why the change was made and if these kind of changes could be expected in the future. Since we were not aware of the change from our design recommendation, we could offer no explanation.

Later this morning, I called Dale Allen to find out why the change was made and at the same time gave our reason for recommending the use of AR2000. It was explained that John Walker had recommended the change to correct a tender pavement condition during rolling which had occurred earlier this summer.

We had been aware of the slow set condition of some brands of asphalt for some time and had discussed the problem with Mort Fillmore last month. It was our recommendation then that they continue using AR2000 rather than AR4000, because we feel that increased pavement durability and service life are of more importance to us than the possible construction benefit. Also, the fact that the remaining paving on the project will be done late in the year is another good reason for not using a higher viscosity asphalt. This attitude of using the grade of asphalt best suited for the long term project benefits rather than change to possibly reduce the tender condition is the same as that found in neighboring states.

It should be pointed out that this problem of varying asphalt consistency depending upon brand and grade is not the result of our new viscosity grading system. It is apparent that the situation developed from changes in methods of refining the crudes now available for use in the manufacture of asphalt. Our records show

RECEIVED
SEP 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

that an AR2000 grade asphalt produced this year has a 77° F penetration in the range of 223 for Chevron asphalt, 124 for Union, 97 for Shell and 77 for Golden Bear. By penetration grading, the tender Shell asphalt is our old 85-100. This indicates that the temperature susceptibility of some asphalts with regard to reduced ductility or pavement flexibility at cold temperture is critical and that we must select the grade of asphalt to be used on a project with more concern for climatic conditions, pavement structural stiffness and supplier or crude source.

It is our recommendation that the designed AR2000 grade asphalt be used for paving on the project, and that in the future we discuss advantages and disadvantages of proposed changes before taking action.

JEW:gs

cc: H. S. Coulter
W. E. Schwartz
D. D. Allen
J. H. Walker
G. E. Boyle
H. M. Fillmore

#7857

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 27, 1974

FILE:

NOTED
H. S. COULTER

FROM: Dale D. Allen
Regional Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Two Accidents
Ladd Canyon-North Powder Sect.
Old Oregon Trail Hwy.
Union County

You asked us to look into possible traffic problems on above project.

The area in question is at the intersection of the contractor's haul road from quarry (paving plant, crusher site, and concrete batch plant). A large volume of construction traffic has been crossing the eastbound lanes (old highway) to construct the westbound lanes. The two accidents in question were both caused by drivers rear-ending or trying to avoid rear-ending vehicles stopped at this intersection.

I concur with Mort (letter attached) that the contractor has been doing a good job at this location as far as complying with the Uniform Manual.

I don't believe we have any problem but we will continue to watch for ways to improve traffic control.

NOTED
A. E. JOHNSON

DDA:sh
Attachment

cc H. M. Fillmore

RECEIVED
AUG 28 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '74
REFER TO
FOR
Info Inves

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE AUG 27 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FROM: H. M. Fillmore
Resident Engineer

TO: W. E. Schwartz
Regional Engineer

SUBJECT: Accidents 8/12 & 8/13, 1974
Ladd Canyon-North Powder Sec.
Contract No. 7857

Attn: Dale Allen

In answer to Mr. Coulter's request of August 21st, there were no apparent reasons for the accidents. We did, however, make a couple of minor changes in the position of the flagmen and signs.

When the first accident happened the flagman (who is a very good flagman) had worked his way up to where he was too close to the "Flagman Ahead" sign. He was moved down closer to the truck entrance. Also we streached out the signs some. At the time of the accidents they were about 450 ft. apart. We moved them out to 500 ft. plus.

The signs "Slow","Be Prepared To Stop" and "Flagman Ahead" were all in good condition and in proper position. There was no dust at this location.

I am sure the accidents were not caused by any construction negligence and think the State Police who investigated felt the same way. ✓ Concur. DA.

H. M. Fillmore
H M Fillmore
Resident Engineer

8-21-78

From the desk of:
H. Scott Coulter

Dale Allen. —

These two acc'ts took place at about the same location on our Ladd Canyon - N. Powder Job — It may just be co-incidence but would you look at our traffic control & signing, etc. and see if something needs correction? —

Thanks

Scott

Form E-589

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident August 13, 1974

Time of Accident ______ (A.M. or P.M.)

Name of Driver (1) William John Aten (2) John Kieth Kyger

Name of Deceased (if any) ______

Date of Field Investigation August 13, 1974

County Union

Highway Name Old Oregon Trail

Highway Number 30 Route I80N

General Location 19 miles South of La Grande

Mile Post ______

Posted Speed 55 (45 Construction Speed)

Check Appropriate Items:

Type of Culture
___ Heavy
___ Moderate
X Light
___ None

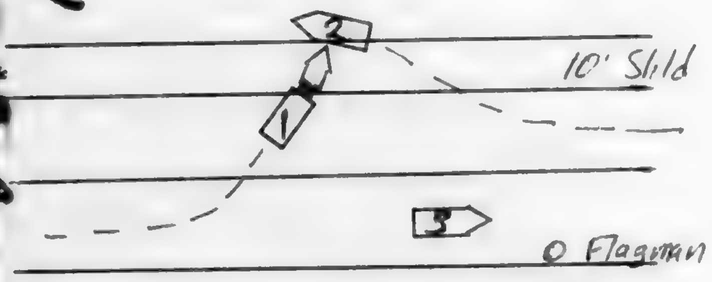
Surface Condition
X Dry
___ Wet
___ Snow or ice
___ ______ (Other)

Grade (in direction of Vehicle's travel)
___ Level
___ Hillcrest
___ Approx. ___% descending
X Approx. 0.2% ascending

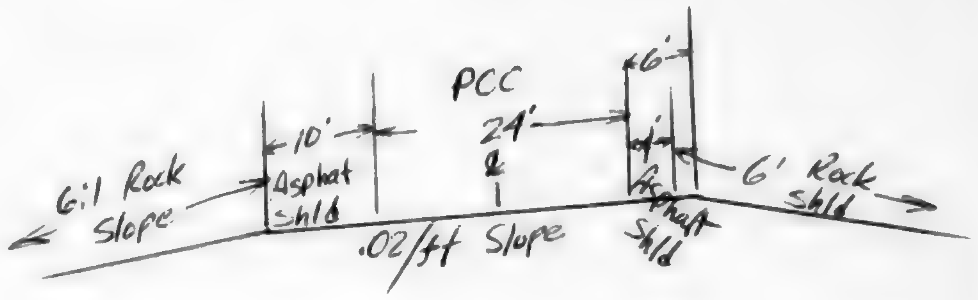
Lighting
X Daylight
___ Dawn or Dusk
___ Darkness Illum.
___ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)

N



Highway, X-Section
Sketch with dimensions



Description of Accident: Vehicle No. 1 Kenworth Truck and Semi trailor loaded with potatoes. License No. 4319TK Idaho. Owner - J. R. Simplot Co. Driver - William John Aten, Drivers License No. 539-16-9716 Idaho No Passenger.

Vehicle No. 2- Dodge Power Wagon License No. EDE 047 Oregon. Driver - John Kieth Kyger Drivers license no. 340164 Oregon. No passenger.

Vehicle - 3 - Small Auto. Phillip E. Graham Box 308 Collbran, Colorado. Phone 303-487-3238 Witness

Accident seen by foagman C. Berry, cat skinner Vick , truck driver Stone.

See Back for more discription

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer ✓
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator John W Allen

Title ______

5-20-70

SP*52593-734

Vehicle No. 3 had stopped for flagman in Eastbound lane at Engineer Station 940. Vehicle 1 also Eastbound was not able to stop before hitting vehicle No. 3 and veered sharply left into westbound lane. Vehicle 2 was westbound and saw vehicle 1 veer into his lane and turned right into ditch area to avoid accident. Vehicle 1 struck vehicle 2 in left side of vehicle. Vehicle 2 had crossed ten foot shoulder and was approximatly 2/3 of vehicle width onto rock slope when struck. Both vehicles ended up in ditch area completely off of roadway.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 21 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act ☒ | File

Form E-500

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident August 12, 1974

Time of Accident 1:50 (~~A.M.~~ or P.M.)

Name of Driver (1) Edward A Dockwieler
(2) Janel L Rickey

Name of Deceased (if any)

Date of Field Investigation August 12, 1974

County Union

Highway Name Old Oregon Trail

Highway Number 30 Route I80N

General Location 19 miles South of La Grande

Mile Post 280.90

Posted Speed 55 (45 Construction Speed)

Check Appropriate Items:

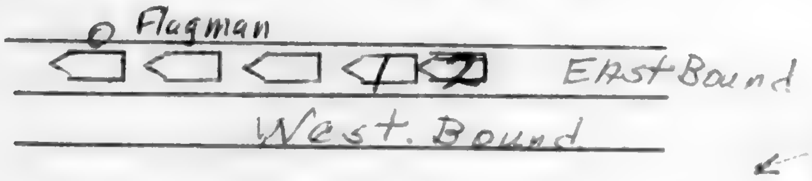
Type of Culture
- ___ Heavy
- ___ Moderate
- X Light
- ___ None

Surface Condition
- X Dry
- ___ Wet
- ___ Snow or ice
- ___ (Other)

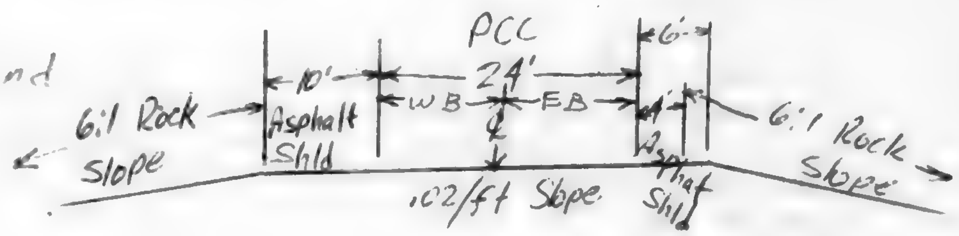
Grade (in direction of Vehicle's travel)
- ___ Level
- ___ Hillcrest
- ___ Approx. ___% descending
- X Approx. 0.2% ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)



Highway, X-Section
Sketch with dimensions



Description of Accident:

See Back

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer ✓
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator John W. Allen

Title

8-20-70

SP*52593-734

At 1:50 PM a 1973 pickup, License # JJN 612 Oregon, driven by Edward Alfons Dockwieler and with Mrs. Dockwieler as a pasenger was stopped behind a line of three or four cars by flagman at sta 939 when it was struck from behind by a 1974 pickup, license # 05564 R California driven by Janel Louise Rickey (E 419195 Calif.) with Barry Lynn Wills and Huckleberry Wills as pasengers. Mr Dockwieler stated the pickup which struck him had been tailgating him for some time and he was sure it was Barry Wills who was the driver although both Mr. Wills and Mrs. Rickey state MRs. Rickey was the driver.

An ambulance was called for from Baker for Mrs. Dockwieler who complained of numbness in her neck and in her hands and arms and of partial paralisis of the hands and arms. She was taken to Baker hospital.

Mr. Dockwieler's account is that after the accident both vehicles pulled to the shoulder of the road and that license plate numbers were exchanged and the man (MR. Wills) said there was not enough damage to file a report on and that the other vehicle then proceded toward Baker. Mr. Dockwieler then went looking for a radio unit of the contractor to call for an ambulance for his wife and Bud Hansen did call the office and have one dispatched.

Mrs. Rickey's account is that after the accident both vehicles pulled to the shoulder and license plate numbers were exchanged then both vehicles proceded toward Baker with the Dockwieler vehicle leading. After a short distance the Dockwieler vehicle again pulled onto the shoulder and the Rickey vehicle also pulled to the shoulder. At this time Mr. Dockwieler informed Mrs. Rickey and Mr. Wills his wife was injured and hewas going to call an ambulance. At this time the vehicle with Rickey and Wills left to go to Baker to report the accident.

A State Patrol unit arrived at the Dockwieler vehicle at approximatley 1:55 PM and upon getting a statement from Mr. Dockwieler radioed to Baker to have the other vehicle stopped and returned to the scene of the accident. The Rickey vehicle was stopped by a State Patrol unit at mile point 300 after it had gone by him as he was parked beside the higheay. Why Rickey and Wills did not stop at North Powder or report to the parked patrol car was questioned but I do not know the answer.

Patrolman at accident: Officer McLellen
Patrolman who returned from Baker with Wills And Rickey: Officer Hereau

Wittness at accident who had stopped and reported accident to Officer Hereau just prior to his stopping Rickey vehicle

Durard Burnhard Bohn
13185 S.W. Devonshire
Beaverton, Ore.

Rickey, Janet Louise (Driver & Registered Owner)
Star Route (E 419495 Calif. drivers license)
White Thorn, Calif.
Wills, Barry Lynn
Wills Huckleberry Passengers
Box 646
Battle Mtn. Nev.

Mrs. Rickey was issued two citations;
1. Failure to maintain reasonable control of vehicle
2. Failure to comply with duties of a driver at the scene of an accident.
(hit and run)

RECEIVED
STATE HWY ENGR
AUG 21 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

44-3208 7857

OREGON STATE HIGHWAY DIVISION LP

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Ladd Canyon-North Powder Section	Date	August 12, 1974
Highway	Old Oregon Trail	Contract No.	7857
County	Union	Prefix	631-1078
Contractor	Peter Kiewit Sons' Co.	F. A. Project No.	I80N-6(50)275
Address	P. O. Box 1635, Walla Walla Washington, 99362	Order No.	19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove top and backfill of triple 7'x5' RCBC.

Location by station numbers: EB Station 1140+06

Estimate of quantities and cost:

Equipment	$ 350.00
Labor	650.00
Materials	75.00
	$1,075.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Nature of work makes this method of handling more logical.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$10,184,542.00
Present estimate of project costs, including $1,075.00 for work under this order	$10,184,542.00
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER

Approved For:
Construction Engineer

SP*79004-734

7157 7-23-74

[illegible]

NOTED
H. S. COULTER

RECEIVED
JUL 24 1974
Office of
Assistant State Highway Engineer

7857

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 15, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Overrun of Project Authorization
Ladd Canyon-North Powder Section
Contract No. 7857

The original authorization was $9,516,730.50 for this grading, paving, structures, and signing project located in Union County on I-80N. It now appears that the final cost will be $10,184,542.00, an increase of $667,811.50, or 7.0 percent.

The overrun is due primarily to the cost of stabilizing a large slide area on the project, the so-called Drinking Fountain Slide. The project authorization includes $50,000 for slide correction, but this one unanticipated slide area is costing over $800,000. The corrective work includes adding a massive counterbalance fill of some 200,000 cubic yards. We believe these efforts have been effective and that the area will be stabilized. The overall project is now about 65 percent complete.

The project utilizes Federal Interstate funding and the added cost will also be Federal participating. I recommend the project authorization be increased to a new total of $10,184,542.00.

This matter will be on the agenda for your consideration at the July 30 meeting.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
W. E. Schwartz
Gary Sund
Bob Whipps

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 5, 1974

FILE:

NOTED
H. S. COULTER

FROM:
John A. Bond
Construction Administration Engineer

TO:
H. S. Coulter
Assistant State Highway Engineer

SUBJECT:
Overrun of Project Authorization
Ladd Canyon-North Powder Section
Contract No. 7857

An overrun in the authorization for the subject project is apparent. The original authorization was $9,516,730.50 for this grading, paving, structures, and signing project located in Union County. It now appears that the final cost will be $10,184,542.00, an increase of $667,811.50, or 7.0 per cent.

The overrun is due primarily to the cost to investigate, engineer, relocate utilities, and stabilize a large slide area on the project. This is the so-called Drinking Fountain Slide. The project authorization includes $50,000 for slide correction, but this one unanticipated slide area is costing over $800,000. We believe these efforts have been effective and that the area has been stabilized. The over-all project is now about 65 per cent complete.

The project utilizes Federal Interstate funding and the added cost will also be Federal participating. I recommend the project authorization be increased to a new total of $10,184,542.00. Rough draft letter to Transportation Commission is attached.

JAB:mk:fr

Att.

cc: V. L. Gallagher

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

.7857.

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 2, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keasey C T Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Heber Glenn Condemnation
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Contract No. 7857

Following your letter of June 20, 1974, on the subject water problem, I discussed the subdrainage installations with Region Engineer, "Pat" Schwartz on my last trip to Eastern Oregon.

The perforated pipe has been installed in the easterly ditch line adjacent to the westbound lanes, and did not intercept the main source of the springs surfacing under the highway and in the median.

We are therefore proceeding to install a solid 2" or 3" pipe from the perforated drains to connect to the valve supplying the water trough on the easterly side of the highway. This will eliminate the overflow from the random fill area adjacent to the water trough and keep that much more water from seeping into the slide area.

We are also proceeding to install the separate collection and pipe system in the median area to protect some of the spring water surfacing in that area. This water will be piped to the right of way line and released at that point to flow into the creek channel.

I have discussed this with J. B. Boyd and with Jack Sollis, and the condemnation complaint will be amended to cover this latter installation with no guarantee as to quality or quantity of water delivered. This will eliminate any obligation to maintain the water source for the property owner, but will still protect, to some degree, the availability of a good water source, so long as it is there.

CTK:fr

cc: W. E. Schwartz
J. B. Boyd

7857 Ladd Canyon-North Powder Sec. of 1972
Old Ore. Trail south of La Grande
(Grad., pav., struct., & signing) #1

C+A 4078 10-21-71
C+A 4654 1-31-73
C+A 4715 - 4-19-73

7857

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(50)275

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7857, State Force Order No. 15

Project Ladd Canyon - North Powder

Highway Old Oregon Trail

County Union

The order covers relocation of a power pole. In its present position this pole creates a traffic hazard along the travelway of Stage II temporary connection. Work will be performed by Cal-Pac Utility Company.

The estimated total cost of work to be performed under this order is $300 with Federal participation of $270. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 20, 1974.

Your approval as of June 20, 1974 is requested.

Attach.
JK:bz

7857

File 8

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE June 20, 1974

TO C. T. Keasey
Construction Engineer

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Heber Glenn Condemnation
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Contract No. 7857

It appears that the perforated pipe easterly of the westbound lanes should be installed and see how much of the underground water flow this intercepts. A change in the diversion to the stock trough may be needed.

Assuming the perforated pipe above does not intercept all the water flow, the proposed plan to protect the spring flow should be installed -- to the right-of-way line if the attorneys agree, and just under our highway if they don't. We will still be protecting a good source of water.

HSC:ia

cc J. B. Boyd -- Please have condemnation case consider spring water.
W. E. Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 12, 1974

FROM:

C. T. Keasey
Construction Engineer

Keasey

TO:

H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Heber Glenn Condemnation
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Contract No. 7857

Attached are reports from Region 5 on information you requested for a follow-up report to Rep. Ed Patterson on the work done and additional work proposed at the Drinking Fountain Slide and associated water problems on the subject section.

Also enclosed is a plan and estimate of cost for providing a separate closed system to carry spring water from springs under the highway in the cut area at Sta. 739 ± to a point outside the access control line. The Resident Engineer's estimate for this work is $2,490.00. There does not appear to be any legal obligation to do this work. There may, however, be a moral obligation for it. In any case, the attorneys representing both sides in the condemnation suit should be involved in the matter because of the mitigation of damages if this closed system is installed.

The decision to install the system or not should be made as soon as possible, so that if the system is to be installed, it can be done at the proper stage of construction.

CTK:fr

Att.

cc: W. E. Schwartz

RECEIVED
JUN 13 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 28, 1974

FILE:

SUBJECT: Heber Glenn Water
Ladd Canyon-N. Powder Sect.
Contract 7857

FROM: H. M. Fillmore
Resident Engineer

TO: W. E. Schwartz
Regional Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE [illegible] 3 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Herewith, report and scketches of plans to control and dispose of drainage water and furnish Mr. Glenn with domestic water from the spring left of Eastbound Station 739 across the new Eastbound lanes and outside the access control fence. Also, 6 pictures which show drainage across the counterbalance which for the most part is to grade.

At the junction of the 12" perforated pipe and the 12" culvert pipe left of Station 743+75±, we plan to construct an enclosed concrete box with a 3" pipe through the wall and into the 12" culvert leading to the water trough. The box will blank out the end of the 12" culvert by extending it half way into the wall. This pipe system is about 14 feet towards the Westbound lanes from the median ditch which will allow an 8 inch pipe with flow line 4" above the 12" flow line to be installed and put into the G2MA inlet to be constructed at the median. This will provide uncontaminated water to the watering trough. The box will be buried in the slope and will have a bolt down top if it ever needs to be opened up.

For the domestic water supply from the spring, I propose to construct a spring box as shown on sheet 2C of the plans. The only change will be a 2" pipe outflow into a 6" conduit across the Eastbound lanes, thence down the eastbound slope and across the access control fence. I do not think a shut off valve should be added as the water can run at all times into the natural drainage of Brush creek.

The items Mr. Keasey asked for have been shown on the plan sheet and typical cross section. I do not think it necessary to ditch the outflow of the culvert at Station 755. The culvert normally does not flow and when it does the water will be running a 6% grade a short distance to the natural drainage.

If more information is requested please advise. Also if the domestic water system is to be constructed, please advise.

HM Fillmore
H. M. Fillmore
Resident Engineer

HMF/wjs

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

Estimate for Spring Box & Water Line
Sta EB 739
Ladd Canyon-N. Powder
Contract 7857

Materials.

Item	Unit	Quant	Cost/unit		Total Cost	
Concrete	Cu. Yd.	1/2	40.00		20.00	
Risers	Lin Ft	3	20.00		60.00	
Cone	each	1	70.00		70.00	
Lid	each	1	175.00		175.00	
2" Galv. Pipe	Lin Ft	260	2.00		520.00	
2" Pipe Fittings	All	All	25.00		25.00	
6" CMP Conduit	Lin Ft	80	1.10		88.00	
6" Bands	each	4	1.25		5.00	
					963.00	
				+ 15% Overhead & Profit	144.00	
					1107.00	
Filter Matl	Cu. Yd.	10	Bid Price 10.00		100.00	
						1207.00
Equip.						
Truck	1½ ton	12 hrs	4.05		48.60	
Pickup	½ ton	24 hrs	3.15		75.60	
Generator	3 KW	2 hrs	2.35		4.70	
Vibrator		2 hrs	1.40		2.80	
Backhoe	3/8 Cu Yd	16 hrs	7.55		120.80	
Tamper	20000 ft lb/min	8 hrs	5.50		44.00	
					246.50	
				+ 15% overhead & Profit	44.48	
						340.98

SP 52536-734

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Estimate for Spring Box & Water Line
Sta 739

Ladd Canyon - N. Powder Sect.
Contract 7857

Labor:	Hourly Rate	Fringe Benefits	Total Rate	Travel Pay	Hours	Total Cost.	
Carpenter 4/man	7.89	1.36	.956	2.50/day	8	78.98	
"	7.29	1.36	8.65	2.50/day	8	71.70	
Labor 4/man	6.75	1.27	8.02	2.50/day	24	199.98	
Labor	6.25	1.27	7.52	2.50/day	24	187.98	
Operator	7.11	1.83	8.94	3.00/day	16	149.04	
						687.68	
		Plus 14.11% Taxes & Ins				97.03	
						784.71	
		+ 20% overhead & Profit				156.94	
						941.65	941.65

Summary

Materials	$1207.00
Equip	340.98
Labor	941.65
	$2489.63

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Estimate for 4'x4'x3' Concrete Box

Sta 743+75 Lt. EB Ladd Canyon - N. Powder

Contract #7857

Materials							
Item	Unit	Quant.	cost/unit			Total Cost.	
Concrete	Cu. Yd	1	40.00			$40.00	
Rein Steel	lbs	190	0.25			47.50	
Form Lumber	All	All	150.00			150.00	
Cover & Bolts	All	All	50.00			50.00	
						$287.50	
		+ 15% overhead & Profit				43.13	
							$330.63
Equip.							
Backhoe	3/8 Cy.	2 hrs	7.55			15.10	
Truck	1½ ton	12 hrs	4.05			48.60	
Pickup	½ ton	16 hrs	3.15			50.40	
Generator	3 KW	2 hrs	2.35			4.70	
Vibrator		2 hrs	1.40			2.80	
Tamper		1 hr.	5.50			5.50	
						127.10	
		+ 15% overhead & Profit				19.06	
							146.16
Labor.			Hourly Rate	Fringes	Travel		
Carpenter 4/man	Hr.	8	7.89	1.36	2.50/day	78.98	
Carpenter	Hr.	8.	7.29	1.36	2.50/day	71.70	
Labor 4/man	Hr.	8	6.75	1.27	2.50/day	66.66	
Laborer	Hr	8	6.25	1.27	2.50/day	62.66	
Operator	Hr.	2	7.11	1.83	3.00/day	18.63	
		+ 14.11 % Tax & Ins.				42.14	
						340.77	
		+ 20% overhead & Profit.				68.14	408.91

Grand total = $885.70

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 30, 1974

FILE:

SUBJECT: Heber Glenn Condemnation
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway I-80N

FROM:
C. T. Keasey
Construction Engineer

CT Keasey

TO:
W. E. Schwartz
Regional Engineer
La GRANDE

Please give me draft follow-up report to Rep. Ed Patterson on actions being taken, both under the contract plans and under changes made as a result of the Drinking Fountain Slide, and as a result of Mr. Glenn's complaints regarding water usage.

The report should include latest information on the extent of the slide, complete description of the corrective action being taken including sketches and cross-sections of the slide and the additional right of way necessary either in fee or as easement.

It should also include sketches and description of measures being taken to eliminate water entering the slide area from springs and surface drainage in the cut area above the slide, and whatever is planned or being done with regard to preservation of the spring water.

Any other pertinent information should also be included.

Please report not later than May 15, 1974.

CTK:fr

cc: H. S. Coulter

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE April 30, 1974

TO H. S. Coulter
Assistant State Highway Engineer

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

FROM for L. C. Lang
W. E. Schwartz
Regional Engineer

SUBJECT Glenn Water Rights
File Nos. 42864 and 15714
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Contract No. 7857

Based upon the opinion of Title Supervisor A.J. Viducich, transmitted to you by his letter of April 18, 1974, and upon the research and opinion of Region Appraiser, Ralph Carter, a copy of which is attached, I conclude that Heber Glenn has no legal right to spring water that we are capturing within the roadway. Unless we hear otherwise from you, we will make no attempt to develop for him a domestic water supply to his property located on the westerly side of the highway across from his homestead.

We will, as originally planned, capture all of this water and transmit it through the roadway in a drainage system which will allow him to capture the water at his property line and use it for whatever purpose he so desires.

WES:sh
Attachments

cc C. T. Keasey w/attach
H. M. Fillmore "
Verne Allen
Ralph Carter

K

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

I A CMR 12 JC 5-9-74

RECEIVED
APR 19 1974
LEGAL

RECEIVED
MAY 9 1974
Office of
Assistant State Highway Engineer

DATE April 18, 1974

TO H. S. Coulter
Asst. State Highway Engineer-Operations

FROM A. J. Viducich
Title Supervisor

SUBJECT WATER RIGHTS
Files Nos. 42864 & 15714 - Glenn
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

You have asked what the State's responsibilities are with regard to providing the Glenn ranch with water from the springs located on the highway right of way in the NW¼NW¼ of Section 8, Township 5 South, Range 39 East, W. M., Union County.

Attached is a copy of Ralph V. Carter's April 4, 1974, letter to W. E. Schwartz in which he gives background information relating to the subject springs.

It would appear from Mr. Carter's letter and our right-of-way File No. 15714 that the State in 1950 compensated Glenn for the springs and for damages to his remaining property on the West side of the highway resulting from the loss of water from the springs. Furthermore, the legal opinions on right-of-way File No. 15714 indicate that the State incurred no legal liability to Glenn or to anyone else in covering the springs located on the highway right of way.

Based on the foregoing information and legal opinions, I am inclined to go along with the conclusions which Mr. Carter sets forth in his letter.

AJV:bb
Atts.

cc: Mr. J. B. Boyd
Mr. W. E. Schwartz
Mr. C. T. Keasey
Mr. Ralph V. Carter ✓
Mr. Jack Sollis
Mr. John McCulloch

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 4, 1974

RIGHT OF WAY SECTION
RECEIVED
10 1974
RE ANA FS LA RS
PMS AS CE US IA
RUE

FROM: Ralph V. Carter
Regional Appraiser

TO: W. E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT: WATER RIGHTS....

File No. 42864 & 15714 - GLENN
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

You requested a study of water rights pertinent to the present Glenn ranch in Sections 7, 8, 17 and 18 in Township 5S, Range 39 East, W.M., as they relate to springs in the NW 1/4 NW 1/4, Section 8, or in the drinking fountain area of the old highway.

The State filed on this spring, Application No. 26240, Permit No. 20450, Certificate No. 27433, dated July 24, 1951, for use in the drinking fountains. A pipe was installed and the water was used in the fountains with the surplus running back on Glenn's property.

During construction another spring was created in the East barrow pit area, opposite the above spring. This water also ran off on Glenn's property. Present construction puts this water through the highway to the West side high enough for irrigation use.

The land Glenn bought from Acala Ginning in Section 7, Township 5S, Range 39 East, W.M., also had a right on various springs including the above spring. This has of course, not been fully used but could have utilized the run off from the fountain spring and also the new spring in the barrow area. I cannot find a filing by anyone on the spring created by the construction. It is therefore my opinion that the lands that had filings on the springs in the highway right of way could receive the run off from the fountain plus the run off from the new spring. This depends on where the water is released on the West side of the highway -- Station 746+30. If this water is piped West so as to give use to the SE 1/4 NE 1/4, Section 7 and the SW 1/4 NW 1/4, Section 8, the ranches will have full use of the water. This requires a release of the water near the North line of these tracts. If the water is released below this area some land will lose irrigation from Brush Creek and other springs.

I note in the filings that "spring's" is in the plural and must mean more than one -- one of which is probably West of the highway in the NW NW, Section 8.

Glenn signed an option and deed for the original R/W that included all damages to the remainder. This should take care of any claim other than lands he bought from Acala Ginning in Section 7. He bought with the knowledge that the fountain spring had been covered by Highway 30.

RVC/cre

Ralph V. Carter
RALPH V. CARTER
Regional Appraiser

cc: J. B. Boyd w/attachment

File No. 42864 - GLENN
Ladd Canyon-North Powder Sec
Old Oregon Trail Highway
Union County

WATER RIGHTS.....

Reference has been made to water rights pertaining to Kayler Spring and Stevens Spring. The first portion of this report will be concerned with water in Sections 8 and 17 of the original Glenn ranch. Water in Section 18 is not affected by construction and the source is not affected.

KAYLER SPRING is located in the SE 1/4 SW 1/4, Section 8, Township 5S, Range 39 East, W.M. This has to be the spring feeding the pond North of Glenn's buildings. Glenn's buildings are in the NE 1/4 NW 1/4, Section 17. Water from Kayler Springs is not affected by the right of way -- other than a possible affect of land taken. There are 10 acres in the NW NE that could have a small portion in the taking, however the spring itself is not touched.

STEVENS SPRING is located in the SW 1/4 NW 1/4, Section 18. The water right that can be affected by the highway is filed as Certificate of Permit No. C-4445, filed in 1872 and 1883. This gives 14 acres in the SW 1/4 NW 1/4, 30 acres NW 1/4 SW 1/4, 32 acres in the SW 1/4 SW 1/4, all in Section 8.

Another right, C-4179 is on a spring in the NW 1/4 NW 1/4, Section 8 and gives water to lands Glenn bought from Acala Ginning Company, re 5 acres SW 1/4 NE 1/4 and 32 acres SE 1/4 NE 1/4, Section 7. This is also on Clover Creek.

The above water in Section 7 was cut off by the highway construction of Highway 30 in the early 1950's. Mr. Silven, a Baker attorney, wrote a letter concerning this on September 14, 1959. K. A. Chatwood wrote a letter on September 22, 1959 referring to an opinion by Mr. C. W. Enfield, Chief Counsel, regarding this water and referring to a Supreme Court decision. This letter states that the State had no obligation concerning this water. (See File No. 15714).

George Ward, the Watermaster, further informs me that water can be lost by a 5 year period of non-use.

Mr. Glenn bought this area in Section 7 from Acala Ginning Company who did not have use of the water. Concerning Mr. Glenn's claim to water from the same spring, Mr. Glenn signed an option for the original highway 30 right of way dated January 13, 1950. This refers to 97.54 acres of land and includes any damages to the remaining land. This was based on 69 acres of cultivated land and severance damages of $3300.00. The file is documented with 25 acres of damaged irrigated land.

Total acreage of the C-4445 filing was 76 acres. This, after 25 acres damaged leaves 51 acres which we paid for in the original option and deed.

Water Rights -- Continued

It is my opinion that Glenn has been compensated for the loss of this spring water on his ranch in Section 8 in the original Highway 30 agreement and had negotiated his rights to the Highway Department.

Summation is that the non-use of the water would make the claim of no value -- further that the State paid for in either taking or damages, for the loss of water to the Glenn ranch. The ranch in Section 7, bought from Acala Ginning, may have a claim for 37 acres of water partially furnished by the spring, but that the Supreme Court ruling, if applied, would show no right.

Before relying on this opinion, I would suggest an opinion from the Legal Staff.

Ralph V. Carter
RALPH V. CARTER
Regional Appraiser

RVC/cre

Water Right Information For: For- OSHD

Date April 2, 74

Permit or Cert. No.	Source	Priority	Twp.	Range	Sec.	NE¼				NW¼				SW¼				SE¼			
						NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼
C- 4445	Clover Creek & Springs located	1872 1883	5	39	8																
												14			30	32					
P-- 20450	Springs	July 24 1951	5	39	8						Public Drink fountain										
C- 11335	Stevens Spring	1877	5	39	17							20									
C-4335	Kaylor Spring	1877	5	39	17		4	3		10											
C-4335	Stevens Spring	1877	5	39	18				13												
C.-4335	Clover Creek	1877	5	39	18					5	22	15	12	24							
																	7			11	
C-4098	Spring Stevens pasture	1887	5s	39	18																
																	3^{5}			3^{5}	
C-4098	Gussie Cr.	1881	5	39	18																
																	15				
C-[illegible]79	Clover creek and Springs NW-NW Sec. 8	1880	5	39	7			5	32												
C-4179	Clover creek and Springs NE-SW sec. 7	1881	5	39	7																
																		40	25	40	36

Remarks: P-20450 = State Hwy Filing -

Twps. are South Range is E.W.M. Above Figures are acres

Any Water right can be lost by any 5 year period

Watermaster Dist. 8
Courthouse
Baker, Oregon

PRINTED BY THE RECORD-COURIER BAKER OREGON

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 2, 1973

RECEIVED
MAY 4 1973
CONSTRUCTION SECTION

Routing
Pease
Glenn
Berg
Jackmond
Hardi
Johnson
Walker

SUBJECT:

H. P. Glenn Property
L-6484, R/W 42864
Ladd Canyon-North Powder Sect.
Old Oregon Trail Highway
Union County
Contract No. 7857

To:

C. T. Keasey
Construction Engineer

SALEM

Attached as per your telephone request, are two sketches which show the various proposals for Heber Glenn's water supply and also how it was prior to construction.

The first sketch shows, in green, our proposal for re-establishment of Glenn's water. The red proposal is Glenn's. You can see that this proposal makes no provision for the excess spring water which is not needed for his use. Also, it would be necessary to allow him access to the median area to service this water system. This system also provides him with water at a location where he previously had no water.

Sketch two shows the original water system. By comparing this with our proposal on the first sketch, you can see that we are restoring him substantially as before.

We already have the spring water captured in the 12-inch pipe and have a very good flow. The pipe is running approximately 1/4 to 1/3 full. This should provide Glenn with an ample supply of water in a system as good as, or better, than he had before.

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc H. M. Fillmore

NOTED
H.S. COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
MAR 12 1974
Office of
Assistant State Highway Engineer

[illegible]

DATE March 11, 1974

TO W. E. Schwartz, Region 5 Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Drinking Fountain Slide
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

Your letter of February 27, 1974, concerning the subject section was forwarded to this office for review and to contact the FHWA to determine if they would participate in the stage construction of the P.C.C. pavement at a later date.

C. J. Gregg, Base Design Engineer, was asked to review the proposed design submitted by H. M. Fillmore. Following are the thicknesses Mr. Gregg recommends for different design periods.

1 yr. - 4" A.C., 6" C.T.B., 6" Agg. Base
5 yr. - 4" A.C., 9" C.T.B., 6" Agg. Base
10 yr. - 4" A.C.,10" C.T.B., 6" Agg. Base
20 yr. - 4" A.C.,11" C.T.B., 6" Agg. Base

The FHWA was contacted to determine their attitude on participating in the stage construction. Indications are there would be no difficulty with one exception. The Interstate program is scheduled to expire in 1977. If the stage construction were scheduled after that year, Interstate funding could not be committed. The FHWA would agree to participate with whatever funding was available at that time. It would seem advisable, therefore, to schedule the stage construction before the expiration of the Interstate program.

Discussions concerning the surfacing thickness indicate the FHWA would approve using the 20 yr. design. It was pointed out during the conversation that the possibility exists of a decision to not construct the P.C.C. pavement after the settlement period. One of the reasons for this decision could be excessive cost because of the small size of the job and expensive mobilization costs.

In view of the uncertainty of when, if ever, the P.C.C. pavement is constructed a decision of how to construct the temporary A.C. pavement has not yet been reached. Your proposal to lower the profile grade of the temporary A.C. surfacing seems appropriate. Terminal treatment of the P.C.C. slab should be considered in the event the no-build decision is reached. The extent of terminal treatment required is being studied.

An estimate is being prepared for the cost of the future project to construct the P.C.C. pavement and a copy will be furnished you when it is completed.

FET:jh
cc: H. S. Coulter
C. T. Keasey
C. J. Gregg

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

Ladd Canyon - North Powder
Old Oregon Trail Highway
Union County
Cost to Replace PCC to AC Thru Slide Area
Cracking Water Slide

SP*F54

ta. 740+00 to Sta 760+00 East and West Bound Lanes

	Tons		
4" Asphalt Conc. Pavement (including ramps)	2477	@ 4.75 =	$ 11,766
Asphalt Cement in Mixture	161	@ 41.00 =	6601
7" Cement Treated Base	5891	@ 3.05 :	17 815
Cement in CTB	321	@ 35.00 =	11 235
Pavement Terminal Anchors			$ 47 417
	Sq Yds		
Eliminate PCC from Contract. Portland Cement Concrete	10,042	@ 6.20 =	62 260
Price Reduction of Contract			$ 14 843

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

Ladd Canyon - North Powder
Old Oregon Trail Highway
Union County

SP•F54

Drinking Water Slide 5-8 Year Projection

No Mobilization

Sta 740+00 to Sta 760+00

	Sq Yd	Price	
Const Portland Cement Concrete	10042	7.50	75,315.00
Const Concrete Median Barrier	4000'	12.50	50,000.00
Remove and Install Conc. Med. Barrier	4000'	2.50	10,000.00
Asphalt Concrete Pavement	Tons 2159	12.00	25,908.00
Asphalt Cement in Mixture	Tons 140	110.00	15,400.00
Asphalt Concrete Pavement (Detours)	Tons 2538	12.00	30,456.00
Asphalt Cement in Mixture	Tons 165	110.00	18,150.00
Asphalt Prime Coat	Tons 31.5	135.00	4,2[illegible].50
Aggregate Base Material	Tons 3610	5.35	19,313.50
Aggregate Base Material (Detours)	Tons 7807	5.35	41,767.45
Watering	M-Gal 190	5.00	950.00
Removal of Guardrail	3600'	2.00	7,200.00
Install Type 2A Guardrail	3600'	9.00	32,400.00
18" Culv. Pipe	80'	10.00	800.00
Temporary Protection & Direction of Traffic			14,000.00
			341,659.95
25 Percent increase in cost next 5 years			85,414.99
			427,074.94

FORM E-30X—30M—6-55—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September [illegible], 1959

SUBJECT: File 15714 - McCanse
Ladd Canyon Section
Old Oregon Trail Hwy.

To:
Mr. Dave Moehring
Assistant R/W Engineer
Oregon State Highway Dept.
Salem, Oregon

In checking with the Division Office on the water problem at approx. Station 740+00 on the above section and highway, I find the following facts. Mr. Ed McCanse has contacted the Division Office several times about this damage to his spring. The Division Office has taken the position that the springs were percolating water and therefore the State has no liability in view of a Supreme Court decision which was interpreted by Mr. C.W. Enfield in a letter to Mr. W.W. Stifler, dated November 30, 1953. This was in regard to a similar water problem in this area on a property owned by a Mr. James A. Prince. A copy of this letter is attached herewith. It is thought that there is some correspondence on this matter. To date the Division Office has been unable to find their correspondence.

Attached you will find a map of this area with the spring in question shown in red and the water system, as developed by Resident Engineer Jack Hiatt, for two water fountains, shown in blue. The original spring was covered up by the new construction and, when a cut was made on the Northerly side of the spring, water seeped from the hillside. This difficulty was corrected by a 40 foot length of 8 inch perforated pipe which was later covered with crushed rock and blacktop and piped to the drinking fountains on the East and West sides of the highway.

I believe the first thing that we should know is just exactly what interest Mr. McCanse had in this spring, opposite Station 740+60, from the State Engineer's office. Also a check should be made of the general files in the Maintenance Department and a check made with Mr. Mark Astrip. (The Division Office thinks that McCanse may have been given permission to hook on to the present drinking fountain and that there is correspondence in the files at Salem in regard to this matter.)

If the Supreme Court decision is to be the regulating factor, it would seem to me that the State is under no obligation to Mr. McCanse; however, I have no doubt but what Mr. McCanse, through his attorney, Mr. David Silven, will institute a suit to collect damages. Should the Legal Department feel that we have a responsibility for the loss of this water to Mr. McCanse, which apparently was not purchased along with the real property, I feel that it is entirely possible that this could be negotiated with Mr. McCanse as he has always been a reasonable person to deal with.

I shall be glad to answer any further question and work further on this matter. Let me know what I can do to help.

K.A. CHATWOOD
Right of Way Agent

KAC:vm
Enc:
cc: Mr. Walter Wright
Mr. Harold Brainerd

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE

SUBJECT: Agenda Item [illegible]
Highway Commission Meeting
December 10th and 11th

To: Mr. Forrest Cooper
Assistant Construction Engineer
O F F I C E

Dear Mr. Cooper:

In response to your letter of December 16, 1953, inquiring as to the policy adopted by the Highway Commission under the above agenda item, In invite your attention to all of the correspondence directly referring to the adoption of a policy as to recognizing liability for the interference with or destruction of wells and springs as water sources, which is included in my letter of November 30, 1953, addressed to Mr. W. [illegible]. Stiffler, a copy of which was sent to you concerning the claim by Mr. James A. Prince for alleged damage to a well on his property, right of way file No. 11[illegible]7, and Mr. Baldock's letter to the Highway Commission of December 7, 1953.

Based upon these two letters the Commission has adopted a policy in accordance with the recommendation contained in my letter of November 30, 1953, above referred to, that the Commission adopt and follow a policy of recognizing our strict legal liability and denying all claims that involve interference with or destruction of water sources that are fed by percolating waters, and to recognize only liability with respect to the destruction of or interference with water sources that are fed by water flowing in a defined channel, whether such channel be above or beneath the surface of the earth, when in fact the destruction of interruption has been caused by our operations.

The Highway Commission adopted this policy as recommended, and in so far as recognizing legal liability in such matters we are following this policy.

Yours very truly,

/s/ C. W. Enfield

C. W. Enfield
Chief Counsel

CWE:awh

7857

bc: R. L. Schroeder 8
G. L. Green - FHWA
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
H. M. Fillmore "
G. A. Starkey "
Harlin Gerlach "

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 11, 1974

Pacific Northwest Bell
421 SW Oak St. - Rm. 437
Portland, OR 97204

Attn: J. W. DeYoung

Additional Work
Pacific Northwest Bell Tel. Co.
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857
Your File: 45195-73

Dear Mr. DeYoung:

Your estimate and sketch map for the adjustment of your facilities on this project as sumitted with your letter of May 8, 1974 have been approved by the State and Federal Highway Administration. You are hereby authorized to proceed with work as of June 10, 1974.

Please contact Mr. H. M. Fillmore, Resident Engineer, East "M" and Hall Street, La Grande, OR, Phone 963-3385, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to June 10, 1974 in the amount of $4,991.00 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing.

Since this is a lump sum billing, your final bill should consist of the lump sum amount agreed to above, the beginning and completion dates of the work and reference to this letter by date and subject.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: Mr. C. R. Sires
P. O. Box 730
Pendleton, OR 97801

NOTED
R L [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7857 6-4-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80-6(50)275

STATE PROJECT NO.: LADD CANYON-NORTH POWDER

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-719

COUNTY NAME: UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ECEIVED
HWY ENGR
5 '74
REFER TO
FOR
Sign Act File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: JUNE 4, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80

STATE ROUTE NUMBER: OLD OREGON TRAIL-PRIMARY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE CABLES EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $4,991.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 10-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-19-72.
WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF THE VERBAL NOTICE OF CONFLICT BY YOUR UTILITIES AND RAILROAD ENGINEERS, THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S MAY 8, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S MAY 21, 1974 LETTER.
THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

6-10-74
orginal to L.W. Rulien

DATE: 6-4-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

7757

8

R[illegible]EIVED
MAY 17 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 17, 1974

FILE:

FROM:
C. T. Keasey
Construction Engineer

TO:
W. E. Schwartz
Regional Engineer
La GRANDE

SUBJECT: Heber Glenn Condemnation
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Contract No. 7857

NOTED
H. S. COULTER

The data submitted with your letter of May 14, 1974, on the above subject is being returned herewith for additional information.

Items specifically requested are as follows:

1. On the typical x-section at Sta. 755+00 -

    a. Show location and depth of 8-in. perf. drain pipe.

    b. Show location and depth of drainage course or ditch which apparently carries drainage across surface of completed counterbalance.

    c. Show drainage course for outlet of 24-in. CMP at Sta. 755.

    d. Show proposed location of access road and fences across counterbalance at toe of highway fill (?).

2. On the sketch map of the slide and drainage area -

    a. Show drainage course for outlet from 24-in. CMP at Sta. 755.

    b. Show drainage course for outlet from 18-in. CMP at Sta. 743+75.

    c. On separate overlay indicate a plan for a possible separate spring-water system with separate outlet from springs under roadway in vicinity of Sta. 736(?) ±. Also furnish estimate of additional cost for this installation as previously requested.

    d. As was discussed in your office following the meeting with Mr. Glenn, Mr. Patterson and Mr. Coulter, the connection from the G2MA Inlet at Sta. 743+75 to the 3' x 3' spring box opposite Sta. 746+75 should be changed to a solid galvanized

2" or 3" pipe connected directly to the shut off valve at the inlet end of the present 3" galvanized pipe to the stock trough. You might consider threading this through the existing 12" CMP and then sealing around the smaller pipe at the intake in the G2MA Inlet.

Please resubmit the plan and typical section with the above information as soon as possible along with any other pertinent information which should be included.

CTK:fr

Att.

cc: H. S. Coulter

7857

April 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher

for C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-6(50)275

SUBJECT Request Change Order Approval

Contract 7857, Extra Work Order No. 13

Project Ladd Canyon - North Powder

Highway Old Oregon Trail

County Union

The Order covers lowering the subgrade under the Wolf Creek structure to obtain adequate clearance. Due to an engineering error not enough clearance had been provided.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 8, 1974. Work began on April 4, 1974.

Your approval retroactive to April 4, 1974 is requested.

Attach.

JK:pr

7857

bc: H. S. Coulter S
G. L. Green
R. N. Chase w/att.
V. L. Gallagher w/att.
V. E. Skoog w/att.
W. E. Schwartz w/att.
H. M. Fillmore w/att.
Harlan Gerlach w/att.

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1974

Chevron Pipeline Co.
P. O. Box 117
Salt Lake City, UT 84110

Attn: Mr. E. I. Allen

Additional Work
Chevron Pipeline Co.
Ladd Canyon-N. Powder Sec.
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter dated December 18, 1973 have been approved by the State and Federal Highway Administration. You are hereby authorized to proceed with the work as of April 10, 1974. The contract method is also approved. Please furnish us with copies of your bid proposal, and at the appropriate time furnish us a tabulation of bids so that we may concur in the award of the contract.

Please contact Mr. H. M. Fillmore, Resident Engineer, East "M" and Hall St., La Grande, OR, telephone 963-3385, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to April 10, 1974 will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

NOTED
H.S. COULTER

RECEIVED
APR 11 1974
Office of
Assistant State Highway Engineer

Yours truly,

Phil G Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
cc: Chevron Pipeline Co./Boise

7857

4-8-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-80-6(50)275

STATE PROJECT NO. LADD CANYON-NORTH POWDER SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-719

COUNTY NAME UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 9 '74
REFER TO
Orig - Chudsey
FOR

Info	nves	R/D	D/R	Sign	.	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE APRIL 2, 1974

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N

STATE ROUTE NUMBER OLD OREGON TRAIL HWH #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CHEVERON PIPELINE COMPANY'S PIPELINE EFFECTIVE APRIL 2, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $70,000 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 10-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CHEVERON PIPELINE COMPANY CONSISTING OF YOUR UTILITIES AND RAILROAD ENGINEER'S VERBAL NOTICE, THE CHEVERON PIPELINE COMPANY'S 12-18-73 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S 3-18-74 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
R. L. SCHROEDER

Copies to Boyd - Ruhm 4-11-74

RECEIVED
APR 11 1974
Office of
Assistant State Highway Engineer

DATE 4-8-74

SIGNATURE OF APPROVING OFFICIAL

TITLE for DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#7857

175-5

April 5, 1974

Mr. Anthony Yturri, Member
Oregon Transportation Commission
89 S. W. Third Avenue
Ontario, OR   97914

Dear Tony:

Heber Glenn Condemnation
Ladd Canyon-North Powder Section
Old Oregon Trail Highway, I-80N

Since our discussion on March 1 concerning the problems involved in correcting the large slide on Heber Glenn's property on this section, our engineers have reviewed the proposals for correction.

The contract plans for draining the springs underlying the highway would adequately care for the spring water. However, since discovery of this slide, some revisions are being made in the contract work to prevent as much of this spring water as possible from reaching the slide area and aggravating the land movement.

We have performed extensive drilling in the slide area to determine the extent and depth of movement. This is a large distressed area involving a distance of 1,200 to 1,500 feet along the highway and extending approximately 900 to 1,000 feet laterally. The major slip plane has been located approximately 80 to 90 feet below the original ground in what seems to be an ancient lake bed.

The borings made in the bottom near the old highway fill have shown artesian flow from a thin granular layer of material below the slip plane. This indicates that there is much more water entering the slide area than is apparent from the springs uncovered in the roadway cut northerly or westerly of the slide. Because of this, and because of the nature of the underlying materials, our soils engineers have determined that the most feasible and economical correction is the construction of a counterbalance, as well as cutting off as much of the water flow as possible.

The counterbalance requires the taking of more land, but it is a recognized solution for correction of a slide of this type. With about half of the designed counterbalance material now in place, the slide movement has nearly stopped. While slides are unpredictable, we expect that the measures being taken will permanently cure the problem.

I have instructed our right-of-way people to take only a permanent easement on the counterbalance area, and it will be covered with topsoil so that normal plant growth can be restored. When completed, the area can be used by Mr. Glenn for a variety of ranch purposes.

As a precaution, however, we must retain easement rights on the area in case of future problems.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

CTK:ia kmb
bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
W. E. Schwartz
J. B. Boyd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 27, 1974

FILE:
RECEIVED
MAR 27 1974
Office of
Assistant State Highway Engineer

FROM: Edgar L. Johnsen
Special Studies & Cost Engineer

SUBJECT: Assignment No. 175 AEJ

TO: H. S. Coulter
Assistant State Highway Engineer

You have been asked to report on the drainage and correction of the Drinking Fountain landslide affecting the Heber Glenn property on the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway. Willard Carey, Attorney for the Heber Glenn property condemnation, suggested that we may be failing to take adequate measures to remove and transmit the spring water that could affect the slide.

Mort Fillmore submitted a plan dated 18 March 1974 which shows all the drainage facilities that will be in place by the completion of the project. The spring in question is located in the cut uphill from the landslide in the median area left of the EB station 739. This spring is picked up in a 350 foot run of 12" perforated pipe and then carried by a 12" CMP to 3' x 3' spring box left of WB station 746 + 60. The water is fed into a stock watering trough left of WB station 748 + 25. Overflow from both the spring box and the trough is diverted on a clay random fill back to an 18" CMP that crosses WB station 746 + 30. Future drainage plans include an asphalt paved median ditch and perforated pipes beneath the counterbalance fill.

The landslide has been extensively drilled and instrumented prior to designing the correction. Several tattletale lines cross the slide. Exploration drilling proceeded on an emergency basis throughout the winter. About twenty inclinometers were installed to measure the rate of movement and to locate the failure zone. A similar number of other borings were placed to classify material and determine ground water elevations.

An important reason for the cause of the landslide is the low shear strength of the deep saturated foundation soil. Another is the artesian flow of water in a thin granular layer at 90 foot depth.

The alternatives of constructing a rock buttress which would intercept the failure surface at the 90 foot depth or installing wells to relieve the ground water also at 90 foot depth are more costly than constructing the designed counterbalance.

A counterbalance was selected as the most economical and positive solution to the slide problem, the result of several meetings throughout this past winter which included the Region Engineers, our geologists, soils engineers and Andy Munoz, the soils specialist from the FHWA. It was the group consensus that the counterbalance with the planned drainage measures will be effective in correcting the slide.

During the past three months, the slide had been moving at the rate of 0.4 foot to 1.0 foot per month. With the counterbalance fill partially complete, the slide movement has virtually stopped.

ELJ:fr

cc: C. T. Keasey
W. E. Schwartz

OREGON TRANSPORTATION COMMISSION

OFFICE OF ANTHONY YTURRI • 89 S.W. Third Avenue • Ontario, Oregon • 97914

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
CARL O. FISHER, Vice Chairman
Eugene
ROBERT L. MITCHELL, Secretary
Portland
ROBERT E. VEATCH, Member
Klamath Falls
ANTHONY YTURRI, Member
Ontario

March 4, 1974

Mr. Willard K. Carey
Attorney at Law
P. O. Box 1025
La Grande, Oregon 97850

Re: Herber Glenn Condemnation

Dear Will:

I have received your letter of February 25, 1974 concerning the water problem on the property where the highway starts into Ladd Canyon.

I discussed this matter with Fred Klaboe, State Highway Engineer, and Ed Hunter, Deputy Highway Engineer, on Friday, March 1. They have assured me that their engineers will re-examine this area and the problem involved with respect to water transmission.

I looked at the area on my return from Salem Saturday, March 2, but apparently I am no engineer since I was unable to identify the problem. However, I am certain that you can rest assured that Mr. Klaboe will have the area re-examined before anything further is done.

Very truly yours,

Anthony Yturri

AY:im
cc:George Corey
Fred Klaboe ✓

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 5 74
REFER TO
RE Coulter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					✓	

DDE investigate & report

Cy Smith Bright 3-6-74

NOTE

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE March 1, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Letter Re Slide
Heber Glenn Property
File 42864 (L6484)
LaGrande North Powder
Old Oregon Trail Highway

Attached is a letter addressed to Senator Yturri. I have nothing to add except we have revised the file and submitted them a revised offer to cover property involved in the slide.

Mr. Glenn offered the contractor a permit of entry to correct the slide but I did not believe this proper and proceeded through the condemnation route to get possession.

We have tried to placate the owner through access changes so that all considerations have been afforded the owner.

JBB:CR

RECEIVED
STATE HWY ENGR
MAR 1 '74
REFER TO

FOR

Info	Invs	W/D	D/R	Sign	Act	File

CAREY & GOODING
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

. H. BURLEIGH (1895-1971)
WILLARD K. CAREY
R. THOMAS GOODING
GARY J. SUSAK

THE PROFESSIONAL CENTER
FOURTH AND WASHINGTON
P. O. BOX 1025
LA GRANDE, OREGON 97850
PHONE (503) 963-2131

RECEIVED
STATE HWY ENGR
MAR 4 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 27 1974
ATTORNEY GENERAL
SALEM, OREGON

February 25, 1974

Mr. Anthony Yturri
Attorney at Law
89 S.W. 3rd Avenue
Ontario, Oregon 97914

Re: Heber Glenn Condemnation

Dear Tony:

May I first say that George Corey and myself are representing Heber Glenn and his wife in a pending condemnation proceedings wherein the State of Oregon by and through its Highway Commission is the plaintiff. Mr. Glenn and his wife own property between LaGrande and North Powder.

I realize it is somewhat unusual for me to be writing to you since you are, in effect, one of the three plaintiffs constituting the Highway Commission, but I trust you will receive my letter in the spirit in which it is intended.

I am concerned that personality problems involved in this condemnation proceedings are causing the State Highway Commission to exercise poor engineering judgment. I am concerned that the State Highway Commission is creating another "Cascade Locks" problem because of their failure to take adequate measures for the removal or the transmission of the water from a spring that is going under the highway.

While I am certainly no engineer, I have yet to see anything which was successfully built on or over water. Apparently the present plans for "correcting" the problem are to take additional land for support rather than making adequate provisions for the removal or transmission of the water. I truly hate to see the State of Oregon spending our money improperly or unnecessarily to solve a problem which I feel will only be solved when the water which is presently flowing under the highway is either diverted or properly transmitted.

It is only for this reason that I write this letter, and I would appreciate it if you would, in your capacity as a member of the Commission, look into this matter. The problem area can easily be identified to and from Ontario because as you are going west it is at the commencement of the hill going into Ladd Canyon. You will readily notice the washboard which the highway has turned into as a result of this problem.

Sincerely,

WILLARD K. CAREY

WKCdh

CC: Mr. John R. McCulloch Jr.

CC: Mr. George H. Corey

CC: Mr. Heber Glenn

6-G-1-E

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 2, 1973

RECEIVED
MAY 4 1973
CONSTRUCTION SECTION

Routing
Pease
Glenn
Berg
Jackmond
Hardt
Johnson
Walker

SUBJECT:

H. P. Glenn Property
L-6484, R/W 42864
Ladd Canyon-North Powder Sect.
Old Oregon Trail Highway
Union County
Contract No. 7857

To:

C. T. Keasey
Construction Engineer

SALEM

Attached as per your telephone request, are two sketches which show the various proposals for Heber Glenn's water supply and also how it was prior to construction.

The first sketch shows, in green, our proposal for re-establishment of Glenn's water. The red proposal is Glenn's. You can see that this proposal makes no provision for the excess spring water which is not needed for his use. Also, it would be necessary to allow him access to the median area to service this water system. This system also provides him with water at a location where he previously had no water.

Sketch two shows the original water system. By comparing this with our proposal on the first sketch, you can see that we are restoring him substantially as before.

We already have the spring water captured in the 12-inch pipe and have a very good flow. The pipe is running approximately 1/4 to 1/3 full. This should provide Glenn with an ample supply of water in a system as good as, or better, than he had before.

Wendell E. Schwartz

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc H. M. Fillmore

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 20, 1974

In reply refer to: 10-41-A

RECEIVED
MAR 21 1974
Office of
Assistant State Highway Engineer

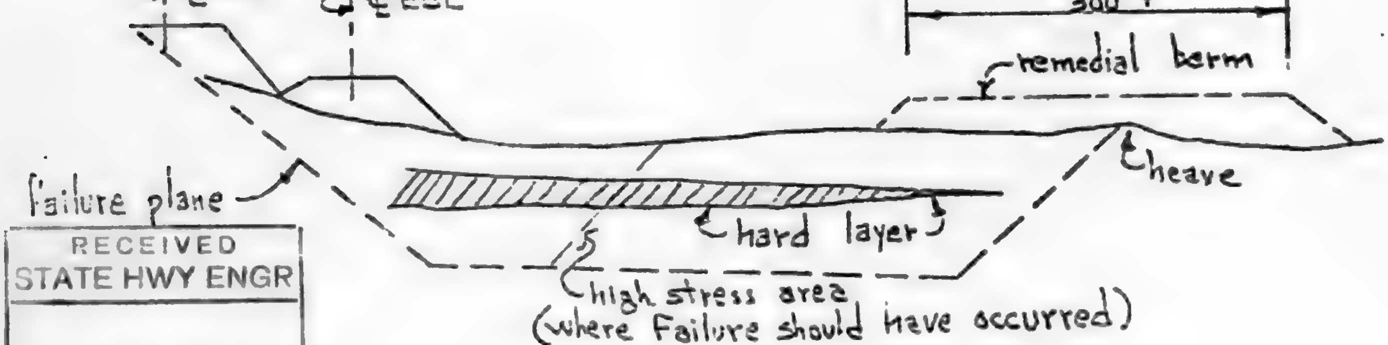
SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Drinking Fountain Slide

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The following comments were developed by FHWA's Soils Engineer and have been transmitted by phone to Messrs. Ed Johnsen and Fred Yarbrough. As you consider necessary, I will be available to discuss this matter with you.

1. The latest subsurface data has confirmed our belief that a "hard" layer exists somewhere between the toe of the fill and the failure cracks (where the ground was heaved). The area at the toe of the fill is where the greater stresses are transmitted from the fill embankment. Due to this hard layer, the soil did not fail at this point but transmitted these stresses further away from the fill to a weaker area. The subsurface data indicates that the hard layer does not exist at this area of failure. A berm has now been designed to stabilize the slide and we have no reason to believe that a failure should now occur between the toe of the fill and the presently designed berm. The stresses should now be transmitted further away and should diminish in magnitude. The following sketch illustrates the above:



RECEIVED
STATE HWY ENGR
MAR 21 '74
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R

(more)

2. The estimated cost for extending the berm is approximately $300,000. The rational engineering approach outlined above admittedly does not guarantee that a failure will not occur to the same degree that we cannot guarantee that a failure will occur. To this end, we feel that an optimum risk approach is justified based on the cost savings.

3. You should continue to monitor the field instrumentation and report on their performance as construction of the designed berm progresses.

for G. L. Green

7857

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 18, 1974
Salem, OR 97310

SUBJECT: Additional Work
Chevron Pipeline Co. Adjustment
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80M-6(50)275
Contract No. 7857

To: G. L. Green
Division Engineer

Federal Highway Administration

Attached are two copies each of an estimate of cost, dated December 18, 1973, to adjust two 8-inch petroleum lines owned by Chevron Pipeline Company and a sketch map showing the proposed relocation. Certification of the Company's rights in the land occupied by their facilities is in our file and available for your inspection.

The Company was notified verbally of the slide problem reviewed it in the field and submitted the estimate and sketch as their proposed solution to the problem. An "X" permit for the utility's proposed relocation will be submitted to the Company soon for their execution.

No salvage has been allowed since it is less expensive to install the new pipe just above the existing line. The existing line will be functional until the new line is completed.

The State is not entitled to credit for expired service life under Paragraph 9b(1)(b) of PPM 30-4 as the relocation involves a segment of their facilities less than one mile in length. There is no betterment derived from the proposed adjustments of the company's facilities.

Your approval of the actual cost agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Phil G Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: H. S. Coulter
~~R. N. Chase~~
V. L. Gallagher

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

GP*82475-734

7857

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 15, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

Keasey

TO: W. E. Schwartz
Regional Engineer
La GRANDE

SUBJECT: Ladd Canyon-North Powder Section
Contract No. 7857
Surfacing Revision through
Drinking Fountain Slide Area

NOTED
H. S. COULTER

Your February 27 report and recommendation have been reviewed as requested by this office and with Mr. Coulter, and with Mr. Nichols and Mr. Valach in FHWA. There is unanimous agreement with your recommendation to use A.C. pavement through the unstable area and far enough each side of it to assure no interference with the adjacent concrete pavement to be constructed under the contract. The surfacing design is to be the 20-year design set forth in Mr. Terpin's March 11 letter to you (4" A.C., 11" C.T.B., 6" Agg. Base). We would favor building the new finished A.C. surface either to the 2" lower grade recommended by Fillmore, or clear up to the plan grade and furthermore to install an anchorage system at each end of the adjacent concrete. You already have a bid item for the conventional terminal anchors for other locations in the project.

We would not plan to schedule a future interstate project for a concrete surface before 1977, but we will try to obtain the FHWA commitment to qualify any future concrete pavement for whatever funding may replace interstate funding in the future. The present outlook puts considerable doubt on whether such a project, which would be expected to cost in excess of $400,000, would be built, but we should keep the option open.

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

JAB:fr

cc: H. S. Coulter
F. E. Terpin
L. W. Rulien

K

7857.

S

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

NOTED
R. S. COULTER

DATE February 27, 1974

TO C. T. Keasey
Construction Engineer

FROM Wendell E. Schwartz
Regional Engineer

SUBJECT Surfacing Revision
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Contract No. 7857

Attached is a proposal from Resident Engineer Mort Fillmore to make a surfacing design change across a slide area on the above project.

As you know, we have experienced both horizontal and vertical movement of our fill in the vicinity of stations 740+00 to 760+00. Extensive investigation of the problem by both our soils and geology people and FHWA experts reveals extensive instability of the foundation material. It has been determined that a properly located and designed counterbalance should restore stability.

It is the opinion of this office that even though the main movement will be contained by the counterbalance, there will still be settlement and consolidation within the disturbed foundation material. We would expect this to occur over a period of approximately five to seven years. I base this, at least in part, on the experience of the original construction in the early 1950's. As nearly as we can determine, there was a total settlement of approximately three feet which occurred over a period of five to seven years. This was followed by stability until present construction began.

I feel that it would be a mistake to place continuously reinforced concrete pavement across this unstable area initially because of the difficulty in maintaining the surface as settlement occurs. It would be much better to place a flexible asphaltic concrete pavement across this area which could be patched as settlement occurs.

K

FEB 28 1974
Office of
Assistant State Highway Engineer

I would also recommend that the asphaltic concrete surface be considered as a temporary surface. I believe that portland cement concrete pavement should be placed across the area when we are satisfied that most all of the settlement has occurred.

Fillmore has prepared a surfacing plan which would provide for the asphaltic concrete surface. He has also prepared a plan showing how cross-over detours could be used at some future date while the permanent surfacing is being placed. These plans and reports are attached to this letter.

I agree with Fillmore's proposal, basically, but I would like to see the temporary asphalt concrete surface established and maintained at the bottom grade of the portland cement concrete pavement and feathered up to meet the permanent concrete pavement at each end. When the time comes to lay the permanent surface, it would be a relatively simple matter to remove the feathering and construct the P.C.C. pavement directly over the asphalt concrete pavement.

I am sure that this change would require front office approval as well as concurrence of FHWA. I believe that it would also be appropriate to try for a commitment from FHWA to participate in the total package, including the final surfacing at some future date. Please try to obtain this approval for us.

If approval is given to this proposal, we would appreciate comments from the base design section and our road design section on the proper way to construct the changed surface.

WES:sh
Enclosures

cc H. S. Coulter
H. M. Fillmore

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 26, 1974

La Grande, Oregon

SUBJECT: A.C. Paving Plan
Sta 738-760
Ladd Canyon-N. Powder Section
Contract #7857

To: W. E. Schwartz
Regional Engineer

Herewith a proposal to alter plans on the subject section to use Asphaltic Concrete Pavement through the slide area in lieu of Continuously Reinforced Concrete Pavement.

I believe it is agreed by all that while the slide can be stabilized with the counterbalance that due to the 80' to 100' of very wet clayey material under the roadbed that settlement will be slow and will continue for several years. I, therefore, feel that the more flexible pavement should be used across the area until such time as settlement is complete, at which time the concrete pavement can be constructed with very little traffic problems.

A very good cross over detour can be constructed at each end at the locations shown on the enclosed sketch. The difference in the eastbound and westbound grades at these locations are minimal.

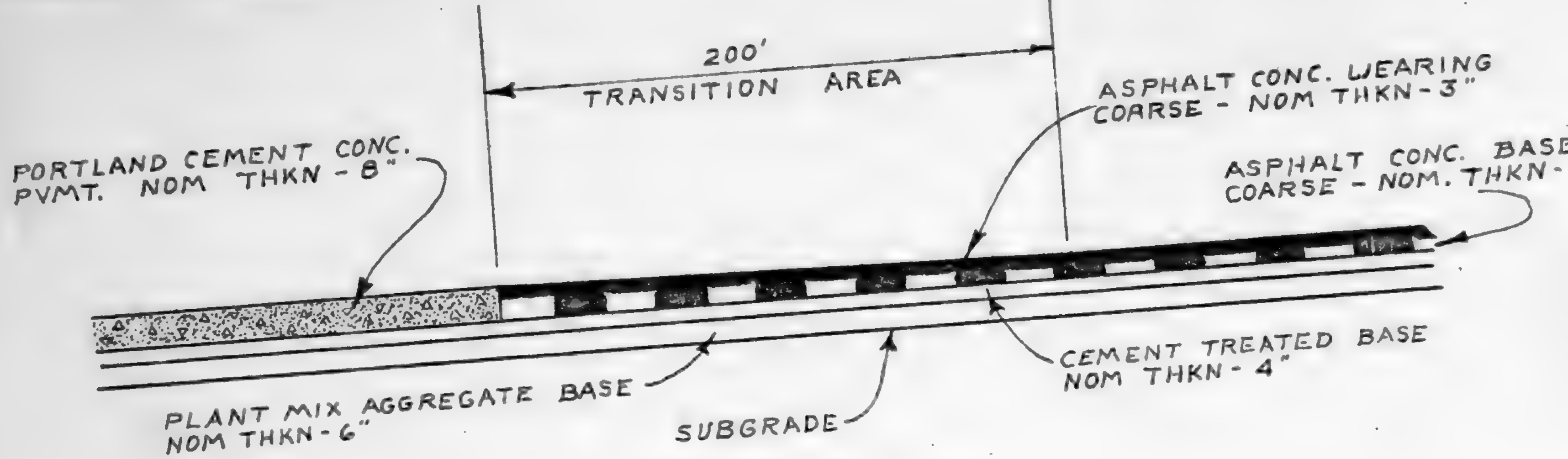
I have shown the base design the same as the plans to the top of the cement treated base with 6" of A.C. in lieu of the 8" concrete slab. The two inch differential can be taken out with a 200 foot taper at each end.

This proposal will reduce Bid Item #26 by 10,040 square yards or $62,248.00 and increase Bid Item #21 & #22 by 3,262 tons or $15,494.50 and 212 tons or $8,692.00 respectively. The net result for this project will be a reduction in costs of approximately $38,062.00. The contractor has indicated that this change can be accomplished without any change in unit prices for the two items.

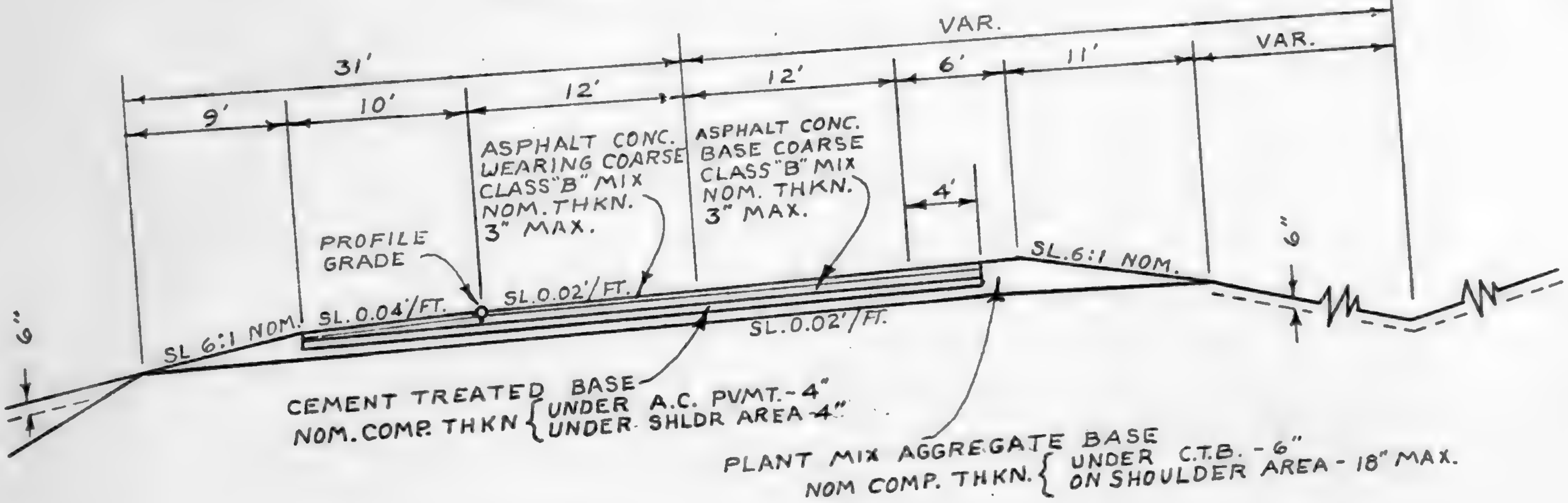
HM Fillmore

H. M. Fillmore
Resident Engineer

HMF/wjs


200'
TRANSITION AREA
ASPHALT CONC. WEARING COARSE - NOM THKN - 3"
PORTLAND CEMENT CONC. PVMT. NOM THKN - 8"
ASPHALT CONC. BASE COARSE - NOM. THKN - 3"
CEMENT TREATED BASE NOM THKN - 4"
PLANT MIX AGGREGATE BASE NOM THKN - 6"
SUBGRADE

PROFILE
EASTBOUND & WESTBOUND


VAR.
31'
9'
10'
12'
12'
6'
11'
VAR.
ASPHALT CONC. WEARING COARSE CLASS "B" MIX NOM. THKN. 3" MAX.
ASPHALT CONC. BASE COARSE CLASS "B" MIX NOM. THKN. 3" MAX.
4'
PROFILE GRADE
6"
SL 6:1 NOM.
SL. 0.04'/FT.
SL. 0.02'/FT.
SL. 0.02'/FT.
SL. 6:1 NOM.
6"
CEMENT TREATED BASE
NOM. COMP. THKN { UNDER A.C. PVMT. - 4" / UNDER SHLDR AREA - 4"
PLANT MIX AGGREGATE BASE
NOM COMP. THKN. { UNDER C.T.B. - 6" / ON SHOULDER AREA - 18" MAX.

WESTBOUND SECTION *

STATIONS -
"WB" 738 TO 760
"EB" 740 TO 760

OREGON STATE HIGHWAY DIVISION
LADD CANYON — NORTH POWDER
PLAN REVISIONS
OLD OREGON TRAIL HIGHWAY

CONTRACT NO. 7857

RES. ENG. H.M. FILLMORE
2-23-74

* EASTBOUND SAME SECTION REVERSED

2/25/74

Costs - Replace PCC to AC Through Slide Area on Both Eastbound & Westbound.

EB Stations 740 Thru Equa. to 760 = 1866 Lin ft.
WB Stations 738 " " " 760 = 1900 Lin ft
total Feet 3766 Lin ft

Reduction in PCC.

3766' x 24' / 9 = 90,384 sq ft / 9 = 10,040 Sq yds

Bid Item #26 10,040 sq yds @ 6.20/sq yd = $62,248.00

Additional Asphaltic Concrete

24' x 3766' x 6" x .00591 = 3205 Tons
24' x 200' x 2" x .00591 = 57
3262 Tons

Bid Item # 21 3262 Tons @ 4.75 = $15,494.50
" " #22. 212 Tons @ 41.00 = 8,692.00
$24,186.50

Decrease in Project = 62,248
Increase in Project = 24,186.
Net reduction in Project Cost = $38,062

7857 5

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1974

SUBJECT: Ladd Canyon-North Powder Section
Contract No. 7857
Escalation Claim

To: Dale D. Allen
Regional Construction Engineer

From: J. A. Bond
Construction Administration Engineer

NOTED
F. B. [illegible]

Your January 30 letter asks whether the department is going to recognize cost escalation claims on current contracts. This question has arisen from a different contractor in a different region and our administration and legal people have been kept advised. I understand the general question is in the hands of the attorney general for study at this time. There are such obvious far reaching ramifications that this becomes a very top level matter to decide.

In the meantime, you have notice of a claim and I believe you should proceed to collect such data as you effectively can. The Kiewit letter is very broadly worded and seems to include most anything in the way of cost changes, including labor rates. Obviously you can't document all the costs in detail on an entire project but you should pay particular attention to the daily reports of the activity on the job.

We will try to help coordinate a response and will keep you advised.

JAB:lb

cc: A. E. Johnson ✓
H. S. Coulter
Jack Sollis

RECEIVED
STATE HWY ENGR
FEB 6 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

W. E. Schwartz

P. O. Box 1635
Walla Walla, WN. 99362

January 22, 1974

Mr. H. M. Fillmore
Resident Engineer
Oregon State Highway Dept.
P. O. Box 850
La Grande, Oregon

Re: Ladd Canyon-North Powder Section
Contract No. 7857
Job No. 4743 - UNION
Cost Escalation
Serial Letter #WW-26

Dear Sir:

As you are aware, the costs of building our work have skyrocketed in recent months. The normal rate of escalation which has held very steady for the past few years suddenly deteriorated late last year, and our costs on construction materials, parts, labor and equipment have escalated far beyond the amount that we and other prudent contractors were allowing for escalation at the time this project was bid.

These costs have been led thus far by petroleum based products, many of which have tripled in costs since last summer. Tires not only have jumped in costs, they are becoming scarce enough we have to juggle schedules to run equipment for which tires are available.

Many of our suppliers, such as those furnishing ammonium nitrate for blasting, have written to say the price has doubled to date, and they will no longer guarantee the prices for any period of time but will charge whatever the price is at time of delivery.

Material suppliers that were signed to material contracts have been writing to say that because of escalation and material shortages they cannot deliver at their quoted price, or on the date they have promised.

We have no control over the Government agencies that regulte the above prices and supplies. At the time we were bidding this project the Cost of Living Council and the Wage Review Board were promising to hold construction wages in check. They have since changed their mind and allowed large payraises. The price control board has released control of ammonium nitrate and allowed large increases in petroleum product.

All of the above has had severe financial effect on our project.

This letter is to give you notice of the impact of escalation on the project, and our intent to look to you for help in off-setting these costs.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben
Area Manager

NVMcK:dp
cc: Res. Engr. (2)
Vanc. Office
Job
File
Ron Legg - Vanc.

7857

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1973

To: W. E. Schwartz
Region Engineer
Attn: Dale Allen

SUBJECT: Ladd Canyon-N. Powder Section
Old Oregon Trail Highway, I-80N
Contract No. 7857

FROM: C. T. Keasey
Construction Engineer

The proposal submitted from P.K.S. for a State revision in the reinforcement in the C.R.P.C.C. pavement on the subject project is not in accordance with our current standards.

Please refer to Standard Drawing No. 2070 A, Revised 5-23-73, a copy of which is attached.

This latest revision added several details of construction which were deleted in the previous revision.

One major change was the shifting of the terminal anchors back away from the end of the continuous reinforcement and the addition of a "Terminal Expansion Joint".

Another major change is in the construction or "night" joints. The earlier revision did delete the tie bars, but this latest revision again calls for tie bars with longer bars and different placement. Please note that the new 15' tie bars are to be embedded a minimum of 5 feet on each side of the construction joint.

The other changes, i.e., 2 ties on longitudinal steel laps and the platform ahead of night joint to prevent disturbing the longitudinal steel are still to be required, as well as the elimination of tie bars in the longitudinal joint over treated base or existing pavement.

The price reduction proposed by Acme-Vickrey through P.K.S. for elimination of the transverse reinforcing steel is not acceptable. You will recall that this same Company offered a reduction of $0.20 per sq. yd. for elimination of transverse steel on the LaGrande-Ladd Canyon Section. Our cost analysis

RECEIVED
DEC 17 1973
Office of
Assistant State Highway Engineer

at that time indicated that we should get approximately $0.31.

With higher wage rates and material costs, their cost of placing this steel should have increased and the reduction for elimination should be greater. A later analysis indicates that a reduction of approximately $0.24 would probably be acceptable.

Please review these changes in design with your contractor and negotiate changes incorporating the terminal expansion joints, the revised tie bar installation at construction or "night" joints, and the two ties on longitudinal joint laps.

The longitudinal joint tie bars were deleted in the previous Drawing 2070 A accompanying the plans on this project, where the C.R.P.C.C. pavement is placed over treated base (see note 5 in "General Notes" on Drawing).

We would also still be receptive to elimination of the transverse steel if an equitable price can be negotiated.

CTK:fr

Attach.

cc: H. S. Coulter

7857

November 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(50)275

ORIGINAL SIGNED BY

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7857, State Force Order No. 12

Project Ladd Canyon-North Powder

Highway Old Oregon Trail

County Union

The Order covers furnishing, hauling and placing cold mix asphaltic concrete. This work is required in order to maintain a safe roadway for the traveling public through the slide area during the winter months. It is in the public's interest for State forces to perform this work since the contractor will not have skilled personnel or equipment on the project during this period, and materials and equipment are not available from other sources.

The estimated total cost of work under this Order is $7,500 with Federal participation of $6,750. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 15, 1973.

Your approval as of November 15, 1973 is requested.

JK:bb
Attach.

Form 81-724-3208 7857 G-1P 5

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ladd Canyon - North Powder
Date October 11, 1973
Highway Old Oregon Trail
Contract No. 7857
County Union
Prefix 631 - 1078
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-80N-6(50)275
Address P. O. Box 1635, Walla Walla, Washington 99362
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Correct mileages on 4 Type "A" signs.

Location by station numbers:

Sign # 3 - - WB 800 + 00
Sign # 12 - EB 872 + 00
Sign # 25 - WB 1062 + 00
Sign # 32 - EB 1128 + 00

Estimate of quantities and cost:

Labor	$100.00
Equipment	$ 75.00
Materials	$ 25.00
Net increase in project cost	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Corrected mileages require the revision of signs that have been fabricated, inspected, accepted for use, and stockpiled in the supplier's yard. The work will be completed at the time of installation on the project.

Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization 9,516,730.50
Present estimate of project costs, including $ 200.00 for work under this order 9,516,730.50
Expected under-run over-run amount $ 0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Joseph H.
Resident Engineer
For: H. H. Fillmore

Approval Recommended:

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
Construction Engineer

25

Form A-105 (Rev. 8-70)

STATE COPY G-1P

7-25-73

Malach

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7857

9-10-73 Dist. Engineer

Order No. 10 ~~revised~~ Supplem

Section Ladd Canyon-North Powder

Date August 09, 1973, 19

Highway Old Oregon Trail

F.A.P. No. I80N-6(50)275

County Union

Prefix 631-1078 Account No. 235-10

Description of Work To Be Done:

Slide exploration & investigation

Location by Station Numbers:

Station 740 to Station 765

Estimate of Quantities and Costs:

Labor	$15,000.00
Equipment	7,000.00
Material	3,000.00
Total	$25,000.00

Explanation:

Work can be accomplished better by State drill & seismographic crews. Work is underway.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$9,516,730.50
Present estimate of project cost, including $25,000.00 for work under this order	$9,516,730.50
Expected under-run / over-run (amount)	$ None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by H M Fillmore Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Kessey Construction Engineer

SP 74830-73

7857

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

DATE August 22, 1973

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-6(50)275

SUBJECT Request Change Order Approval

Contract 7857, State Force Order No. 10, Supplemental No. 1
Project Ladd Canyon - North Powder
Highway Old Oregon Trail
County Union

The Supplemental Order covers additional costs for exploratory drilling and slide investigation by State forces at the Drinking Fountain Slide near Station 750. The Contractor is not properly equipped to perform the work contemplated under this order. The State has the necessary trained personnel and specialized equipment to perform this work most economically.

The estimated additional cost for work under this order is $25,000 with Federal participation in the amount of $22,500. Reimbursement on an actual cost basis is requested.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 15, 1973. The original Order was approved effective July 16, 1973.

Your approval of this supplemental order retroactive to July 16, 1973 is requested.

Attach.
JK:pr

7857

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

/NOTED
H. S. COULTER

DATE August 10, 1973

TO C. T. Keasey
Construction Engineer

SALEM

Routing
/ Keasey K
Bond
Jackmond
Hardt
Johnson
Walker
RECEIVED
AUG 13 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

FROM Dale D. Allen

Dale D. Allen
Regional Construction Engineer

SUBJECT Drinking Fountain Slide
Ladd Canyon-North Powder Section
Station 750
Contract 7857

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

The attached correspondence indicates that Peter Kiewit Sons' Company anticipate a claim against the State for delay in their hauling operation adjacent to the above slide. Also, the attached letter from the resident engineer indicates his concern that the proposed exploration work outlined in Fred Yarbrough's August 1 letter could run the State into a substantial claim if a decision is not reached within the next eight weeks.

As of this date we have completed drilling and sampling five test holes and installed five slope indicator tubes. Also, it is my understanding that the seismic work has been completed. To complete the drilling recommended in Fred Yarbrough's letter, our estimated completion date would be September 14. This would give us very little time to design corrective work prior to the contractor being ready to bring up this fill.

Any assistance your office can provide in reaching an early decision on the corrective work by our foundation people could prevent a substantial claim.

DDA:je
Attachments

cc: H. M. Fillmore
Vern Moore

Send copy to H.S. Coulter

Ed Johnson —
Please work with Region and Yarbrough on this to come up with corrective design as quickly as possible. CK

☒ ROE AUG 7 1973 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

P. O. Box 197
North Powder, OR 97867
August 3, 1973

H. M. Fillmore, Resident Engineer
Oregon State Highway Department
P. O. Box 850
LaGrande, OR 97850

Re: Ladd Canyon-North Powder Section
Contract 7857
Job No. 4743
WB 749-765 Fill
Serial Letter U-28

Dear Sir:

Regarding your letter of August 1, 1973, your order not to place fill between WB Stations 749 and 765 will hurt our production until we can mobilize enough haul units to haul beyond this area with a balanced operation.

Very truly yours,

PETER KIEWIT SONS' CO.

Steve George
Project Engineer

SG/cs

CC: OSHD
Vancouver
Walla Walla
File

RECEIVED
AUG 6 - 1973
RESIDENT ENGR.
H. M. FILLMORE

FORM E-30 (REV. 10-69)

L

AUG 9 1973

RECEIVED
REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 08, 1973

SUBJECT: Slide Area
Station 750
Ladd Canyon-North Powder
Contract 7857

To: W. E. Schwartz
Regional Engineer

Reference is made to Mr Yarbrough's letter of August 1st relative to the exploration necessary on the slide area.

It seems to me that we are talking about several weeks time lapsing before a decision can be reached as to a solution of the problem, and I want to advise you of the problems that may arise as they appear to me.

The contractor began excavating the big cut yesterday and his schedule shows 12 weeks to remove the cut to grade. The cut has approximately 640,00 cu. yds. of material in it of which 210,000 cu. yds. is to go into the area from Station 740 to Station 765. This means that in approximately 8 weeks we will have the cut out except for the material that goes in the fill between Station 740 to Station 765.

If a decision is not made in this time period, the State would undoubtedly be obligated for move in and move out costs for the 992 loader and trucks, which would be a sizeable amount.

The above yardage figures, also, show that if the grade is lowered 20 feet thru this area that there will be more than 200,000 cu. yds. of material to dispose of, as it appears now that the material will balance using plan grade.

H M Fillmore

H. M. Fillmore
Resident Engineer

HMF/wjs

FORM 6-30 (REV. 10-69)

RE RCE RBE RME
☐ ROE AUG 3 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1973

To: Pat Schwartz
Dale Allen
Mort Fillmore
Vern Moore
Ed Johnsen
Vic Wolfe
Hal Versteeg

SUBJECT: Ladd Canyon-North Powder Section
Old Oregon Trail Hwy.
Union County
Sta. 750 Slide

This memo is to give everyone concerned an idea of the probable scope of exploration needed before agreement can be reached on a plan to stabilize the subject slide. Our experience has shown that these low stress slides are extremely uncertain to analyze and design successful remedial measures.

Logs of the first four drill holes have shown a variety of conditions in the foundation where it is certain that sliding is taking place. There is an upper layer of soft to stiff tuffaceous clay from about 10 to 30 feet thick, which grades into what is apparently diatomaceous clay of varying stiffness extending down to rock near 80-feet depth. The diatomaceous clay is also varying soft to stiff with thin layers quite soft down to 40-feet depth. Artesian water was found at the lava rock contact in one hole at the toe of the existing eastbound fill.

Two lines of drill holes on about 100-foot spacing through the slide area from approximate stations 744 to 756 will probably be needed; one line below the eastbound lanes and one line in the westbound lanes. Drilling should proceed on 200-foot spacing to start, with continuous standard penetration sampling to firm material below the diatomaceous clay deposit. Piezometer pipes should be installed in each of the drill holes (200-foot spacing) and water level observations should be made every workday while the investigation is in progress. Artesian flows should be capped (or piped to static level) and pressure gages installed. Slope indicator casing should be installed at the toe of the eastbound lanes at stations 746, 750, and 755, and at other locations as advisable as soon as possible.

In-place vane shear tests should be taken at a number of points in the foundation where the penetration resistance is found to be 4 blows per foot or less. At least six cans of 2½"-diameter undisturbed samples of similar soft soils should be sent to the laboratory for triaxial shear tests. Region 5 will need to borrow the sampler and cans from Region 3. A priority for the immediate use of the sampler may need to be established by the Construction Section.

The seismic crew has already been sent to make three profiles across the slide area. These will show whether or not the rock at the bottom of hole 4 is continuous in the slide area and whether other rock layers are present.

Three items of information are especially critical to the analysis and design of remedial construction. These are the depth and attitude of the surface of sliding and the static water level on it (or in it). If the above items are known, shear strength can be estimated. But, the critical items must be either observed or assumed. Ingenuity on the part of the field crews to observe them is encouraged.

FW Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

7857

RE ☐ RCE ☐ RBE ☐ RME
☒ ROE AUG 3 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1973

# 7

SUBJECT: Ladd Canyon-North Powder Section
Old Oregon Trail Hwy.
Union County
Sta. 750 Slide

To: Pat Schwartz
Dale Allen
Mort Fillmore
Vern Moore
Ed Johnsen
Vic Wolfe
Hal Versteeg

NOTED
H. S. COULTER

This memo is to give everyone concerned an idea of the probable scope of exploration needed before agreement can be reached on a plan to stabilize the subject slide. Our experience has shown that these low stress slides are extremely uncertain to analyze and design successful remedial measures.

Logs of the first four drill holes have shown a variety of conditions in the foundation where it is certain that sliding is taking place. There is an upper layer of soft to stiff tuffaceous clay from about 10 to 30 feet thick, which grades into what is apparently diatomaceous clay of varying stiffness extending down to rock near 80-feet depth. The diatomaceous clay is also varying soft to stiff with thin layers quite soft down to 40-feet depth. Artesian water was found at the lava rock contact in one hole at the toe of the existing eastbound fill.

Two lines of drill holes on about 100-foot spacing through the slide area from approximate stations 744 to 756 will probably be needed; one line below the eastbound lanes and one line in the westbound lanes. Drilling should proceed on 200-foot spacing to start, with continuous standard penetration sampling to firm material below the diatomaceous clay deposit. Piezometer pipes should be installed in each of the drill holes (200-foot spacing) and water level observations should be made every workday while the investigation is in progress. Artesian flows should be capped (or piped to static level) and pressure gages installed. Slope indicator casing should be installed at the toe of the eastbound lanes at stations 746, 750, and 755, and at other locations as advisable as soon as possible.

In-place vane shear tests should be taken at a number of points in the foundation where the penetration resistance is found to be 4 blows

copy to Coulter } Region II drill crew is on job and assisting
Kessey } our crew in getting required data.

per foot or less. At least six cans of 2½"-diameter undisturbed samples of similar soft soils should be sent to the laboratory for triaxial shear tests. Region 5 will need to borrow the sampler and cans from Region 3. A priority for the immediate use of the sampler may need to be established by the Construction Section.

The seismic crew has already been sent to make three profiles across the slide area. These will show whether or not the rock at the bottom of hole 4 is continuous in the slide area and whether other rock layers are present.

Three items of information are especially critical to the analysis and design of remedial construction. These are the depth and attitude of the surface of sliding and the static water level on it (or in it). If the above items are known, shear strength can be estimated. But, the critical items must be either observed or assumed. Ingenuity on the part of the field crews to observe them is encouraged.

F W Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

8-70)

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7357

Order No. 10

Date July 10, 1973, 19

dd Canyon-North Powder

F.A.P. No. I80N-6(50)275

Old Oregon Trail

Prefix 631-1078 Account No. 235-10

Union

n of Work To Be Done:
slide area by drilling and use of slope indicators

7-16-73

G. L. GREEN
Division Engineer
7-31-73

by Station Numbers: Station 744 - 770

te of Quantities and Costs:

Labor		$2,500.00
Materials		700.00
Equipment		1,015.00
	Total	$4,215.00

planation: Mr F. W. Yarborough has requested some drilling and installation of slope icators and subsequent monitoring to try to determine the slip plane which has developed rough this fill ~~reea~~ area. Work is better accomplished by State forces.

INSTRUCTIONS

Submit a separate order for each piece or ind of state force work to be undertaken. se the account number applying to that ork as indicated in the account numbers as- signed to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $9,516,730.50

Present estimate of project cost, including $4,215.00 for work under this order $9,516,730.50

Expected under-run / over-run (amount) $ None

Expected under-run / over-run (per cent) None

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72830-734

RCL

7857

5

cc: OSHD (H S Coulter)
Region
Wash DC
C Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

5-22-73

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 5-22-73	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(50)275
IN COMPANY WITH Dale Allen, Reg Constr Engr, OSHD; H. M. Fillmore, Res Engr, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 16 %	WORK COMPLETED 24 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

Stage Inspected: Grading

7857

LADD CANYON-NORTH POWDER SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The contractor has moved all of the common material on the westbound lanes that is feasible to do with a scraper operation. At one time he had 13 tractor and scraper units plus attendant equipment on the project, but he has now removed all of this equipment except for one self-loading scraper and three dozers. He has excavated nearly all of the common material from the large cuts starting at the beginning of the project to Sta 745 and placed this material in the nearby fill section. All of the material in the small cuts between this area and the Wolf Creek Interchange has been excavated including the embankment foundation excavation. Nearly all of the material has been removed from the Wolf Creek Interchange except for a small amount of rocky material. This material was placed on the westbound lanes from the Clover Creek Interchange to the end of the project plus frontage roads and ramps to the structures spanning the freeway. The embankment from the Clover Creek Interchange to about Sta 1060 is to rough grade and to finish grade from Sta 1060 to the end of the project except for a short area in the Wolf Creek Interchange.

6-12-73
[illegible]

As mentioned before, the contractor has removed all except one self-loading scraper from the project and that scraper was being used along with the dozers and blade to fine grade the westbound lanes and the frontage roads. The contractor stated that he planned on moving in several trucks and a front-end loader about June 1 if the labor atmosphere was favorable. In other words, if a strike is not called.

The quantities for the monthly estimates are determined by remeasuring the partially completed cuts and plotting that information on the plan sections. Where the cuts are completed design quantities are used until the computer calculated quantities based on the staked sections are received.

(more)

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 12 '73
REFER TO
FOR
Info
Inves
N/D
D/R
Sign
Act
File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

The density is determined on this project by means of nuclear devices. To date, the resident has had three men taking compaction tests. All of these men are graduates from the State schools on compaction and nuclear control.

The writer did not observe the determination of the proctor curves or the determination of the density in place. The resident stated that they used the standard Oregon method for determining the proctor curves which is the same as the AASHO T99-611 method. The proctor curves had adequate points to determine accurate curves and it appeared that they had curves to represent all the soil types the writer observed. The resident stated that they determine the proper curve to use both by visual observation and by the use of a 1-point proctor test.

Each test is plotted on a master roll showing both the horizontal and vertical location. A color code is used to show whether the density met specification requirements and if the test was a retest where the density previously failed. The test reports indicated that the specified density was being obtained. There were several tests where the density had not been obtained. In each case the material in these areas had not been covered so it was still possible to get the proper density. The resident stated the contractor has been notified that he cannot place additional material over these lifts until the proper compaction has been obtained. The inspectors have been able to take compaction tests on virtually all of the material that has been excavated from the Wolf Creek area and most of the small cuts. The material coming from the cuts near the beginning of the project are too rocky with percentages of rock running up as high as 70% to take compaction tests. The density of this material is determined by visual observation.

4-105—5M

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

... EFFECTIVE DATE 2-21-73
C... ent upon m... di...
cement of addit...
Engineer
5-15-73
FEDERAL HIGHWAY AD...

Order No. 7

Project Name Ladd Canyon-North Powder Date 4-26-73, 19

Highway Old Oregon Trail Contract No. 7857 F. A. Project No. I80N-6(50)27

County Union Prefix 631-1078 Account No. ~~285~~ 235-07

Description of Work To Be Done: Exploratory Drilling

Location by Station Numbers:

Station 740 - Station 750

Estimate of Quantities and Costs:

Labor	$300.00
Materials	100.00
Equipment	100.00
Total	$500.00

Explanation: Exploratory drilling by State forces in attempt to determine cause of fill sag in EB (Existing) lanes.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer

Project authorization	$9,516,730.50
Present estimate of project cost, including $500.00 for work under this order	$9,516,730.50
Expected under-run over-run (amount)	$ None
Expected under-run over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: A M Fillmore
Resident Engineer

Approval Recommended: Weneen E. Schwartz
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction ~~Office~~ Engineer.

State Printing

7857

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1973

SUBJECT: Heber Glenn Complaint
L-6484, R/W 42864
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Contract No. 7857

To: F. B. Klaboe
State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In response to Mr. Heber Glenn's complaint to you regarding re-establishment of his water supply system on the subject section, I called Region Engineer Schwartz and discussed the matter with him.

This property is under condemnation and we have a proposal as indicated on the attached sketches which would give Mr. Glenn as much water and possibly more in the same vicinity that he had it before. The overflow from the proposed diversion box will be carried through the 18-inch culvert as shown for water on the westerly side of the highway. This is identical to the former operation.

The difference between our new system and that proposed by Mr. Glenn is the addition requested by him of a 2-inch line directly from the spring area to the westerly side at a higher elevation.

Our condemnation attorney concurs that the proposed system is adequate to replace the former system, and we are proceeding with the installation on that basis.

NOTED
F. B. KLABOE

NOTED
F. B. KLABOE

CTK:fw
Enc.
cc: H. S. Coulter
W. E. Schwartz

5

OREGON STATE
HIGHWAY DIVISION

7857

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE May 6, 1973

Federal-aid Project
No. I-80N-6(50)275

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7857 Extra Work Order No. 4

Project Ladd Canyon - North Powder

Highway Old Oregon Trail

County Union

The order covers construction of a diversion weir left of station 1140 in accordance with an agreement with the participants in the Old Parker Ditch lying east of the Wolf Creek highway overcrossing.

Attached are copies of letters from the Regional Maintenance Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator on February 28, 1973.

Your approval as of February 28, 1973 is requested.

Attach.

JK:dgk

S

1P
4-17-73

7857

Salem, Oregon
April 19, 1973

Agenda Item 1p
April 17 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

7857

MISC. CONTRACTS and
AGREEMENTS No. 4715

Attached are two copies of an agreement (one fully executed and one conformed) with four individuals for reconstruction of irrigation facilities on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County.

It is our understanding that you will transmit the fully executed copy to ~~Clark & Groff Engineers, Inc~~. We have retained a fully executed copy for the Commission's files.

C. W. Head, Secretary

ds
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

State - Participants Irrigation Ditch Agreement
Ladd Canyon - North Powder Section
Old Oregon Trail Highway, Union County

In order to accommodate highway construction of the Ladd Canyon - North Powder Section of the Old Oregon Trail Highway, an agreement has been reached which provides for the reconstruction of irrigation facilities jointly owned by four individuals ["participants"].

The participants will contract construction of a two-foot bottom, concrete-lined irrigation ditch with appurtenances for a cost to the State of $5,000. A three-way diversion box will be constructed by the State's contractor on an extra work basis at an estimated cost of $6,000. The total estimated cost to the State will be $11,000.

All operational and structural maintenance of their facilities adjusted or relocated by the provisions of this agreement will be performed by the participants.

This agreement also provides for an exchange of right-of-way. The participants will deed to the State all their rights within the highway right-of-way in exchange for a parcel to be acquired

2 COPIES TO
BE SIGNED

by the State and conveyed to the participants to accommodate their facilities.

This matter will be on the agenda of the meeting on April 17. I recommend your favorable consideration and approval.

j

cc George M. Baldwin
C. W. Head /w/ atts. ✓
F. B. Klaboe
Gary Ross
Gary Sund

4-16-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-6(50)275 *78

STATE PROJECT NO. LADD CANYON - NORTH POWDER SECTION

FROM:

VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-719

COUNTY NAME UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

7857

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 19 '73
REFER TO [illegible]
FOR

Orig -
4-19-73

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE MARCH 5, 1973

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N

STATE ROUTE NUMBER OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

SEE BELOW

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) UTILITY ADJUSTMENT
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE DRAFT OF THE AGREEMENT BETWEEN THE STATE OF OREGON AND DON DODSON, ARTHUR POWELL, FLOYD CARNES AND RAYMOND OSDELL, PARTICIPANTS, IS SATISFACTORY AS TO FORM.

AUTHORIZATION FOR PARTICIPANTS TO PROCEED WITH CONSTRUCTION AND LUMP SUM PAYMENT OF $5,000.00 AS OUTLINED IN AGREEMENT IS APPROVED UPON EXECUTION OF THE AGREEMENT.

RECEIPT OF MR. HARLIN GERLACH'S AFFIDAVIT DATED APRIL 3, 1973 OF PARTICIPANT'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-73	C R Burghardt	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7857

April 9, 1973
Salem, OR 97310

SUBJECT: State-Participants Irrigation
Ditch Agreement
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857

To: V. V. Cusack
Acting Division Engineer

Federal Highway Administration

Attached are two copies of the following data pertaining to this project.

1. A draft of subject agreement (one copy).
2. A certification prepared by our representative, Mr. Gerlach, as to the Participants rights in the land occupied by their facilities.
3. An estimate of cost for construction of a three-way diversion box.
4. A justification study for the concrete lining of the ditch prepared by our representative, Mr. Allen.

A channel change of Wolf Creek on the easterly side of the highway changed the flow characteristics of the stream to an extent that the existing diversion structure and appertenances would be damaged during high water. It was necessary to design and construct a new weir, a plan of which is included in the agreement.

The type of soil involved in the channel change of the irrigation ditch is unstable and required concrete lining of the ditch. A study determined there were two advantages to having the Participants contract the concrete lining of their ditch: (1) there was considerable savings in cost, and (2) the Participants assumed all future structural and operational maintenance of the ditch.

This matter has been discussed with your representative, Mr. Nichols. He established an eligible date of March 5, 1973, for the work.

Your approval of the draft of the agreement as described above is requested.

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: ~~H.~~ S. Coulter
R. N. Chase
V. L. Gallagher

RECEIVED
APR 11 1973
Office of
Assistant State Highway Engineer

5

U. S. DEPARTMENT OF TRANS TATION - FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND/OR AUTHORIZATION

7857 3-29-73

FEDERAL AID PROJECT NO.
1-80N-6(50)275

STATE PROJECT NO.
LADD CANYON - NORTH POWDER SECTION

COUNTY NAME
UNION - #7857

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-719

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 30 '73
REFER TO
Rlw
FOR
Info

Orig -
3-3-073

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
MARCH 8, 1973

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ADDITIONAL ADJUSTMENTS OF THE CHEVRON PIPE LINE COMPANY'S PIPE LINE ESTIMATED TO BE $6,500.00 AS REQUESTED IN MR. PRESTON'S MARCH 23, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* ADDITIONAL UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE WORK AUTHORIZED ABOVE IS A SUPPLEMENT TO OUR LETTERS OF AUTHORIZATION DATED FEBRUARY 16 AND FEBRUARY 22, 1973.

DATE
MARCH 29, 1973

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt for

TITLE
ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

. 7857

March 23, 1973
Salem, OR 97310

SUBJECT: Additional Conduit
Chevron Pipe Line Co.
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7875 7857

To: G. L. Green
Division Engineer

Federal Highway Administration

Your letters dated February 16 and February 22, 1973, authorized us to proceed with the Chevron Pipe Line Company adjustment.

Due to a revision in the alignment of the freeway at the Wolf Creek Interchange, the Company did not include sufficient conduit to protect their pipe line under the ramps. The additional conduit required is estimated to be 240 lineal feet and will cost approximately $6500 (see attached sketch).

This matter was discussed with your representative, Mr. C. R. Burghardt. He established an eligible date of March 8, 1973 for this additional work.

Your formal approval of the work, as evidenced above, is requested effective March 8, 1973.

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: ~~A.~~ E. Johnson
V. L. Gallagher
R. N. Chase

RECEIVED
STATE HWY ENGR
MAR 26 '73
REFER TO
Coulter
FOR

Info	Anlys	R/D	DIR	Sign	Act	File
✓						✓

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

DATE March 22, 1973

TO

V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(50)275

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7857 Extra Work Order No. 5

Project Ladd Canyon - North Powder

Highway Old Oregon Trail

County Union

The order covers loading and hauling 454 feet of 30-inch pipe from station 1019 to 785. The Right of Way Department notified the engineer that the planned installation was not to be made at station 1019. This pipe will be used at station 785 in lieu of the portion of the lined ditch as proposed in Price Agreement No. 2.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on March 6, 1973.

Your approval as of March 6, 1973 is requested.

Attach.

JK:dgk

7857 S

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7857 3-21-73

FEDERAL AID PROJECT NO.: 1-80N-6(50)275

STATE PROJECT NO.: LADD CANYON - NORTH POWDER SECTION

PROGRAM NO.:

COUNTY NAME: UNION

ITEM NO.: 1-719

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

TO:
MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: FEBRUARY 14, 1973

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 1-80N

STATE ROUTE NUMBER: OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ADDITIONAL ADJUSTMENTS OF THE CALIFORNIA-PACIFIC UTILITIES COMPANY'S POWER DISTRIBUTION LINES IN THE AMOUNT OF $1,610.00 ON AN ACTUAL COST BASIS AS REQUESTED IN MR. YOUNG'S FEBRUARY 26, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) ADDITIONAL UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE WORK AUTHORIZED ABOVE IS A SUPPLEMENT TO OUR LETTER OF AUTHORIZATION OF JANUARY 15, 1973.

3-22-73
Orig to

RECEIVED
STATE HWY ENGR
MAR 22 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE: 3-21-73

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

7857

March 19, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-80N-6(50)275

SUBJECT Request Change Order Approval

Contract 7857, State Force Order No. 4

Project Ladd Canyon-North Powder

Highway Old Oregon Trail

County Union

The Order covers stage construction striping as needed on the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the manual on Uniform Traffic Control Devices as required for participation under the provisions of par. 6 of PPM 21-15.

This work was anticipated and the estimated cost was originally $500. The estimated total cost of the work to be done under this Order is presently $938.75 with Federal participation of $844.88. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is performed.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 9, 1973.

Your approval as of March 9, 1973 is requested.

JK:bb
Attach.

5

7857

OREGON STATE
HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
MAR 26 '73
REFER TO
FOR
Info | Moves | R/D | DIR | Sign | Act | File

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

March 15, 1973

Chevron Pipe Line Company
P.O. Box 117
Salt Lake City, UT 84110

Mr. E. I. Allen, President

Chevron Petroleum Lines
Chevron Pipe Line Co.
Ladd Canyon-N. Powder Sec.
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857

Dear Sir:

This will confirm our verbal concurrence given by our representative, Mr. Gerlach, in the award of the contract for the installation of conduit to protect your existing pipe lines to Hood Corporation, Boise, Idaho, who submitted the second low bid of $26,365.00 on February 21, 1973.

The additional conduit required under the interchange ramps at the Wolfe Creek Interchange is also approved. We understand it is estimated to be 240 lineal feet and will cost approximately $6500.

Our letter dated February 21, 1973, approved your estimate and sketch, effective January 26, 1973, and authorized purchase of material and use of the contract method. Reimbursement for the work performed on and subsequent to January 26, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items included in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
bc: A. E. Johnson
G. L. Green
V. L. Gallagher w/att.
V. E. Skoog "
W. E. Schwartz " (2)
H. M. Fillmore "
H. W. Gerlach "

W. E. SCHWARTZ PLEASE NOTE: Please have a State Force Order prepared and submitted for this work.
Project No. I-80N-6(50)275
Prefix No. 631-1078
Return one copy of Est. and sketch with SFO.

5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7857

Salem, Oregon
March 12, 1973

To: J. B. Boyd
Director of Right of Way
STATE HIGHWAY BUILDING

SUBJECT: Additional Right of Way
File No. 42875 - R. & T. Jones
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Contract No. 7857

Attached is information from Region V regarding construction easements to provide for reconstruction of irrigation ditches outside the normal right of way on the subject property.

These cover right of way obligations and the easements were overlooked at the time of original negotiations.

Would you please have the necessary documents prepared and proceed with negotiation for the easements.

C T Keasey

C. T. Keasey
Construction Engineer

CTK:fr

Attach.

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
MAR 13 1973
Office of
Assistant State Highway Engineer

5

Form FHWA-121 (1

UNITED STATES GOVERNMENT

7857 *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 7, 1973

In reply refer to: 10-35-EC

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

for C R Burghardt

SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon - N. Powder Section
Chevron Petroleum Line Adjustment

#7857

As requested in Mr. Preston's March 2, 1973 letter we concur in the award of a contract for the adjustment of the Chevron Petroleum Line facilities on the above section to the second low bidder with authorization to proceed with the work effective February 21, 1973.

RECEIVED
STATE HWY ENGR
MAR 7 '73
REFER TO Right of way - Utility Section
FOR
Info | Invs | R/D | D/R | Sign | Act | File

Orig - 3-9-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 2, 1973
Salem, OR 97310

7857

SUBJECT: Chevron Petroleum Line Adjustment
Chevron Pipe Line Company
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857

To: G. L. Green
Division Engineer

Federal Highway Administration

Attached is the tabulation of bids received by the Chevron Pipe Line Company for the contract portion of their adjustment on this section.

Your letters dated February 16 and February 22, 1973, authorized us to proceed with Chevron Pipe Line Company adjustments, and the use of the contract method. Chevron Pipe Line Company received four bids. The apparent low bid was approximately one-half of the next low bid. Shortly after the bids were opened, Mid-Mountain Contractors, Inc. (apparent low bidder) advised the company their estimator had made a significant error and requested their bid be disqualified. It is the company's policy to allow bidders who made an obvious error to be disqualified without penalty.

The three remaining bids show competitive bidding, and therefore we recommend your concurrence in the next low bid submitted by Hood Corporation for $26,365.00.

This matter was discussed with your representative, Mr. C. R. Burghardt, and he agreed when they received the details that concurrence would be effective February 21, 1973.

Your concurrence in the award of the bid to Hood Corporation for $26,365.00 is requested, effective February 21, 1973.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: A. E. Johnson

RECEIVED
MAR 06 1973
OREGON DIVISION

RECEIVED
MAR 7 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 7 '73
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
H. S. COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7857

February 26, 1973
Salem, OR 97310

SUBJECT: Additional Work
Power Line Relocation
California-Pacific Utilities Co.
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

# 7857

To: G. L. Green
Division Engineer

Federal Highway Administration

Your letter dated January 17, 1973, authorized California-Pacific Utilities Company to proceed with their work detailed in their letter dated October 9, 1972. This letter was transmitted to you with our letter dated December 28, 1972.

It was necessary for the utility work to be performed in advance of the construction work and prior to the staking of channel changes and structures. During the staking of the channel changes and structures, it was determined that two minor adjustments to the relocated power line were necessary. Near Station 951 the power pole conflicted with a channel change. This adjustment is estimated to cost $600.

Also, near Station 936 the Company installed taller poles to clear the overcrossing structure for the county road. However, there is insufficient space between the power line and the contractor's pile-driving equipment to meet safety codes. This will require a temporary adjustment of the power line involving one pole. The estimated cost is $1010. The work for both adjustments will be performed on an actual cost basis subject to audit.

This matter was discussed with your representative, Mr. Nichols, and an effective date of February 14, 1973, was established.

Your approval of this additional work, as evidenced above, and authorization to proceed effective February 14, 1973, is requested.

Phil G. Preston
Special Studies Engineer

PGP:jly

cc: ~~A.~~ E. Johnson
R. N. Chase
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR

FEB 26 '73

REFER TO
Hunter

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 26, 1973

7857

California-Pacific Utilities Company
2003 First Street
Baker, OR 97814

Mr. C. Stanley Rasmussen

Revised Power Line Conflicts
California-Pacific Utilities Company
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

Gentlemen:

You are correct, the pole located 125 feet right of Highway Station 951+00 was not included in our list of conflicts attached to our February 8, 1973 letter.

This pole is on private property. Our February 8 letter listed six (6) poles on private property and six (6) poles on public road right of way. This is revised to seven (7) poles on private property and six (6) poles on public road right of way. The State's share of the work is revised to 7/13 or 53.85% of the total cost of the project.

Note the work authorized in our letter dated February 16, 1973, should be billed separately.

If you have any questions, please contact Mr. Gerlach or this office.

NOTED
E. S. HUNTER

Very truly yours,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
Hunter
FOR

PGP:jly

cc: Cal-Pac - Baker, attn. Mr. R. B. Erwin
Cal-Pac - San Francisco, attn. Mr. R. K. Evans

bc: G. L. Green
~~A. E.~~ Johnson
F. L. Hall (3)
V. E. Skoog
W. E. Schwartz
H. W. Gerlach

#7857

U. S. DEPARTMENT OF TRANS TATION - FEDERAL HIGHWAY ADMINISTRATIO

7857 LETTER OF APPROVAL AND/OR AUTHORIZATION

2-22-73

FEDERAL AID PROJECT NO.
I-80N-6(50)275

STATE PROJECT NO.
LADD CANYON - NORTH POWDER SECTION

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-719

COUNTY NAME
UNION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 23 '73
REFER TO
[illegible] - Utilities Section
FOR
Info | Ans | R/D | D/R | Sign | Act | File

[illegible] 2-23-73

NOTED
A. E. JOHNSON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
FEBRUARY 14, 1973

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR LETTER OF AUTHORIZATION DATED FEBRUARY 16, 1973 FOR THE ABOVE ADJUSTMENT IS AMENDED TO INCLUDE THE FOLLOWING:

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES AT THIS TIME, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-22-73	C R Burglund	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

7837

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

NOTED
H. S. COULTER

February 21, 1973

Chevron Pipe Line Company
P.O. Box 117
Salt Lake City, UT 84110

ATTENTION: Mr. E. I. Allen
President

RE: Chevron Petroleum Lines
Chevron Pipe Line Company
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

#7837

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of January 29, 1973 and December 19, 1972, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization of January 26, 1973, to purchase materials, use the contract method, and advertise for bids.

Please furnish us a tabulation of bids so that we may concur in the award of the contract.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

By Phil G Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: Chevron Pipe Line Co. - Boise

bc: G. L. Green
~~A.~~ E. Johnson
W. E. Schwartz
H. C. Fillmore
H. W. Gerlach

RECEIVED
FEB 22 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 21 '73
REFER TO
[illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

#7857s

U. S. DEPARTMENT OF TRANS TATION - FEDERAL HIGHWAY ADMINISTRATIO

2-16-73

7857 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
I-80N-6(50)275

STATE PROJECT NO.
LADD CANYON - NORTH POWDER SECTION

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-719

COUNTY NAME
UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO Hwy. Utilities
FOR

Orig to Utility Unit
2-20-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	FEBRUARY 14, 1973	INTERSTATE ROUTE I-80N
		STATE ROUTE NUMBER OLD OREGON TRAIL #6

NOTED
A. E. JOHNSON

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CHEVRON PIPE LINE COMPANY'S PIPE LINE EFFECTIVE FEBRUARY 14, 1973. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $32,515.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR LETTER OF AUTHORIZATION DATED 10-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.
WE APPROVE THE AGREEMENT WITH THE CHEVRON PIPE LINE COMPANY CONSISTING OF YOUR REGIONAL UTILITIES ENGINEER'S LETTER OF 1-9-73 AND THE CHEVRON PIPE LINE COMPANY'S LETTER OF 1-29-73 AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S 2-7-73 LETTER RECEIPT OF MR. HARLAN GERLECH'S 2-7-73 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-16-73	C R Burkhardt for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

NOTED
H. S. COULTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

February 16, 1973

#7857

California-Pacific Utilities Company
P.O. Box 786
Baker, Oregon 97814

Attn: C. Stanley Rasmussen
Division Superintendent

Re: Additional Work
Power Line Relocation
California-Pacific Utilities Co.
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

Gentlemen:

Our letter dated December 12, 1972, authorized you to proceed with your work as detailed in your letter dated October 9, 1972. This is your authorization to proceed with the adjustment of one pole near our Highway Station 951 at an estimated cost of $600. You are also authorized to make a temporary relocation of your line to clear the construction of our structure near Station 936 on this project at an estimated cost of $1010. The work is to be performed on an actual cost basis. The bill must show the amounts of labor and equipment as required by the provisions of PPM 30-4.

Please contact Mr. H. M. Fillmore, Resident Engineer, P.O. Box 850, 2318 East Adams Avenue, La Grande 97850, telephone 963-3385, at least three days prior to beginning this work.

Reimbursement for this work performed on, or subsequent to, February 14, 1973, will be made suject to the provisions of PPM 30-4 upon receipt of your bill.

The beginning and completion dates of the work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

James E. Chidsey, P.E.
Railroad and Utility Engineer

by:
Phil G. Preston
Utility Special Studies Engineer

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
FOR
Info

bc: A. E. Johnson
R. N. Chase
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
H. M. Fillmore
H. W. Gerlach

PGP:HA
CC: Cal-Pac, San Francisco

FORM E-30 (REV. 10-69)

10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 31, 1973
Salem, OR 97310

7857

To: C. W. Head
Secretary

B U I L D I N G

SUBJECT: State-Sunnyslope Irrigation
Company Agreement
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275
Contract No. 7857

MISC. CONTRACTS and
AGREEMENTS No. 11654

Our letter dated January 30, 1973, transmitted to the Company (via Region V Office) a fully executed copy of subject agreement.

A resume of the pertinent provisions and the sections or units responsible for their execution are as follows:

1. Construction
   - A. Perform the construction work detailed in Paragraphs 3, 4, and 6 of THINGS TO BE DONE BY STATE.
   - B. Any deviation from the plan of adjustment of the Company's facilities and the elevation of flow lines requires the Company's concurrence.
2. Maintenance
   - A. Perform any necessary structural maintenance of the facilities detailed in Paragraph 4 of THINGS TO BE DONE BY STATE.
   - B. Supervise access to the manhole in the box culvert as detailed in Paragraph 4 of GENERAL PROVISIONS.
3. Right of Way - Prepare and submit to the Utility Unit the appropriate forms for the Company to quitclaim their rights as detailed in Paragraph 4c of THINGS TO BE DONE BY COMPANY.
4. Utility Unit - Obtain appropriate signatures for the quitclaim deed described in Paragraph 3 above.
5. Accounting - Process the payment of $24,000 to the Company as soon as possible, as provided in Paragraph 5 of THINGS TO BE DONE BY STATE.

By a copy of this letter, xerox copies of the executed agreement are being distributed as follows:

D. H. Moehring
V. E. Skoog
J. F. Hagemann
H. M. Filmore
J. B. Boyd
C. T. Keasey
W. E. Schwartz
H. W. Gerlach

NOTED
C. W. HEAD

Phil G. Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jly

SP*82475-724

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

INITIAL INSPECTION REPORT

1-24-73

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.: 10
Report No.: 1
County: Union
Division: Oregon
Project No.: I-80N-6(50)275
Date of Inspection: 1/24/73
Inspection Made By: D. L. Noyes, Highway Engineer Trainee
In Company With: H. M. Fillmore, Resident Engineer, OSHD; P. E. O'Neil, Asst Area Engineer, FHWA.
Location: I-80N, 9.25 miles northerly from North Powder, Oregon.

COPY SENT
FEB 01 1973
REGIONAL OFFICE

Contractor Name and Address: Peter Kiewit and Sons Co., Omaha, Nebraska
Award Date: 12/20/72
Contract Amount: $8,271,616.00
Time Allowed: 500 cal. days
Time Started: 3/1/73
Work Started: 1/2/73
Quality of Work: Satisfactory
Progress of Work: Satisfactory
Time Elapsed: 0%
Work Completed: 0.5%

Roadbed (Width) 52 *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Portland Cement Conc.	7224	9.25	8	8	24
Cement treated		"	4	4	38
Crushed rock		"	6	6	52

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH ~~(MXXX~~ feet
1. Steel girder, PCC deck	X771	278
2. PCC post-tens. box girder	X781	287
3. Same	"	292
4. PCC precast prestressed slab	X080	30
5. PCC deck slab	X020	62
6. Same	"	"

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

LADD CANYON-NORTH POWDER SECTION
OLD OREGON TRAIL HIGHWAY

2-7-73
cy Young
file

Description of Project:

The project work includes clearing, drainage, grading, material production, and base and pavement construction for a four-lane divided highway including structures for two interchanges and one grade separation.

Work in Progress:

At the time of this inspection, Northwest Pacific Bell Telephone workers were relocating telephone cables; the contractor was leveling and reshaping a former State cinder pit adjacent to the Clover Creek Interchange.

EEO:

At the preconstruction conference, held on the same day as this inspection, the contractor was given blank PR-1391 forms, required EEO display posters, and instructions regarding his EEO obligations. (more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Price Agreements, Extra Work Orders, and State Force Orders:

Extra Work Orders 1 and 2 for flagging ($33,000) and reimbursement to contractor for his obligations to the training program ($12,000) have been submitted and approved.

State Force Order 1 concerns relocation of telephone facilities ($3,212) necessary to accommodate construction of this highway section.

Price Agreement 1 concerns the reshaping and leveling of a cinder pit adjacent to the Clover Creek Interchange with a D-9 Cat at a cost of $1,800. This price agreement is necessary since the original bid item called for a D-7 Cat which proved inadequate in size and power to accomplish the work. It is recommended that this Price Agreement be approved.

Requested Changes:

Approximately 420 ft. of 30" diameter pipe from Sta 791+30± to 795+50± adjacent to westbound right-of-way has been requested in place of a lined ditch which will serve the Sunnyslope Irrigation District. The request is recommended for approval since its cost is nearly the same as lining a ditch and it should provide an added measure of safety.

The Sunnyslope Irrigation District has requested that approximately 800' of planned earthen ditch from Sta 1141+00± to 1149+00± in the eastbound right-of-way be changed to lined ditch. It is recommended that this change should not be approved since the subject ditch has been designated as an overflow ditch rather than a main feeder ditch.

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
Info Invs R/D D/R Sign Act File

NOTED
H. S. COULTER

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

7857 **Memorandum**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 18, 1973

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon-North Powder Section
Proposed Agreement with Sunnyslope Irrigation Company

NOTED
A. E. JOHNSON

The proposed agreement with the Sunnyslope Irrigation Company involving the adjustment in their facility, in conjunction with the construction of the subject project, is approved as submitted with Mr. Preston's January 4, 1973 letter. It is requested that copies of the State's estimates of the costs to rearrange the company's inlet ditch, as mentioned in Mr. Preston's letter, be maintained in your files to allow verification of the support for the cash payment to the Irrigation Company.

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy - Litchfield
1-23-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

5.

FOR FILING

7857

1-17-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-6(50)275

STATE PROJECT NO. LADD CANYON-NORTH POWDER

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UNION
	ITEM NO. 1-719	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

orig to Young 1-19-73

RECEIVED
STATE HWY ENGR
JAN 18 '73
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE NOVEMBER 28, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
DATE AUTHORIZATION EFFECTIVE IS CORRECTED TO NOVEMBER 28, 1972.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR LETTER OF AUTHORIZATION DATED 1-15-73 STATED THAT DATE WAS THE EFFECTIVE DATE OF AUTHORIZATION.

THIS WILL CONFIRM OUR ADVANCED AUTHORIZATION TO PROCEED WITH THE WORK AS OF NOVEMBER 28, 1972, UNDER THE PROVISIONS OF PPM 30-4 AND 30-4.1.

DATE 1-17-73	SIGNATURE OF APPROVING OFFICIAL	TITLE for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JAN 19 1973
FOR FILING

RECEIVED
STATE HWY ENGR
JAN 17 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7257

January 17, 1973

Chevron Pipeline Company
P.O. Box 117
Salt Lake City, Utah 97110

ATTENTION: Mr. E. I. Allen

RE: Chevron Petroleum Lines
Chevron Pipeline Company
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

Gentlemen:

Reference is made to our letter dated February 8, 1972, which set forth certain facilities owned by your company which conflicted with the construction requirements of subject project. A change in our plans has necessitated a revised list of conflicts.

Attached is the revised list for your 3-inch petroleum line. There are 560 feet of petroleum lines located on private property and 120 feet on public road right of way. Therefore, the State will reimburse you 560/680 or 82.35% of the total cost to adjust the above described facilities. Reimbursement is made persuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A".

Your estimate and sketch map attached to your letter dated December 19, 1972, reflects the above-mentioned conflicts, however your letter made no mention of the allocation of costs between the State and your company.

Please advise us if the proposed allocation of cost, as detailed above, is satisfactory. In the meantime, we will process your estimate. It is anticipated that we will be in a position to authorize you to proceed with the work by the time we receive your approval of the proposed allocation of costs.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer
By

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

bc: G. L. Green
F. B. Klaboe
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
W. E. Schwartz
H. W. Gerlach

PGP:jly
Att.
cc: Chevron Pipeline Co. - 201 N. Phillippi St., Boise, ID, Attn. Jerry Brower

RECEIVED
JAN 19 1973
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-15-73

FEDERAL AID PROJECT NO. 1-80N-6(50)275

STATE PROJECT NO. LADD CANYON-NORTH POWDER

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-719

COUNTY NAME UNION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO: 7857

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

to Young 1-18-73

RECEIVED
STATE HWY ENGR
JAN 16 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: JANUARY 15, 1973

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: OLD OREGON TRAIL HIGHWAY #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CALIFORNIA PACIFIC UTILTIES COMPANY'S POWER DISTRIBUTION LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $4,544.23 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS OUR LETTER OF AUTHORIZATION DATED 10-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CALIFORNIA PACIFIC UTILITIES COMPANY CONSISTING OF YOUR REGIONAL UTILITIES ENGINEER'S LETTER OF 11-24-72 AND THE CALIFORNIA PACIFIC UTILITIES COMPANY'S LETTERS OF 10-9-72 AND 12-12-72 AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S 12-28-72 LETTER. RECEIPT OF MR. HARLIN GERLECH'S 11-24-72 AFFIDAVIT OF THE CALIFORNIA PACIFIC UTILITIES COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE 1-15-7~~2~~3

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER
per

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

S

RECEIVED
JAN 1
FORM E-30
FOR FILING

7857

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 4, 1973
Salem, OR 97310

SUBJECT: Adjustment of Irrigation Facilities
Sunnyslope Irrigation Company
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Project No.: I-80N-6(50)275

To:
G. L. Green
Division Engineer
Federal Highway Administration

Attached is one copy each of the following date pertaining to the subject adjustment:

1. A draft of the agreement between the State and Sunnyslope Irrigation Company.
2. An estimate of cost for perpetuating the existing 8-foot x 3-foot box culverts.
3. An estimate of cost for constructing the 8-foot x 4-foot box culvert with appertenances.
4. A certification, prepared by our Mr. H. W. Gerlach, as to the rights on land occupied by the Company's facilities.
5. A justification study for the ditch crossing prepared by our Mr. Verne A. Allen.

Prior to the construction of the present highway, Sunnyslope Irrigation Company owned an irrigation ditch which paralleled the existing east-west county road to a point just westerly of the present highway. There a diversion box divided the ditch water into two ditches which flowed more or less parallel to each other for approximately 1,000 feet before separating and serving different areas.

The two ditches pass under our present highway through two 8-foot x 3-foot box culverts. The State is obligated to perpetuate this system by extending the existing boxes.

A study of the area indicated that the two ditches could pass under the proposed freeway in one 8-foot x 4-foot box culvert then divide into two ditches. This proposal has the advantage of being more versatile for any future needs of the Irrigation Company, and will improve overall operations of the ditch system. It does require that the Company relocate and raise the grade of their inlet ditch.

NOTED
F. B. KLABOE

The estimated cost of constructing the single box is $24,000 less than perpetuating the dual system. The State's estimated cost of rearranging the Company's inlet ditch varies from $30,000 to $78,000, depending on the type of ditch and specifications used in the work.

The Company prefers the single system and has agreed to perform the rearrangement of their inlet ditch if we will pay them the $24,000 savings to be applied to the cost of their work.

This matter has been discussed with your Mr. Nichols. He agreed that since this proposed plan will improve the overall operation of the ditch at no additional cost to the State, it was in the public interest to build the 8-foot x 4-foot box culvert, and make a lump sum payment of $24,000 to the Company.

Your approval of the draft of the agreement as described above is requested.

T. W. Litchfield
Railroad and Utility Engineer

By

Phil G. Preston
Utility Special Studies Engineer

RECEIVED
STATE HWY ENGR
JAN 5 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PGP:jly
Attachments

cc: ~~F. B.~~ Klaboe
R. N. Chase
V. L. Gallagher

RECEIVED
JAN 12 1973
FORM E-30
FOR FILING

7857

RECEIVED
STATE HWY ENGR
JAN 8 73
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 28, 1972
Salem, OR 97310

To:

G. L. Green
Division Engineer
Federal Highway Administration

SUBJECT:

Power Line Relocation
California Pacific Utilities Co.
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust the Company's facilities dated October 9, 1972.
2. A letter dated December 12, 1972, which requests that the work be performed on an actual cost basis instead of on a lump sum basis.
3. A sketch showing their proposed relocation.
4. A certification prepared by our Mr. H. W. Gerlach as to the Company's rights in the land occupied by their facilities.
5. A relocation letter to the utility dated February 8, 1972.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and several crossings of the project by the facilities. There will be no betterment derived from the proposed adjustment of the Company's facilities.

This matter has been discussed with your Mr. Michols. An eligible date of November 28, 1972, was established. Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 28, 1972, under the provisions of PPM 30-4 and 30-4.1 is requested.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attachments
cc: ~~F. B.~~ Klaboe
R. N. Chase
V. L. Gallager

5

RECEIVED
[illegible] 1972
FOR FILING

7857

bc [illegible] T. Keasey
[illegible] Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
H. M. Filmore
Don Trout
William Geibel (SAIF)

December 20, 1972

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Bid
DEC. 7, 1972

Gentlemen:

The State Highway Commission on December 12, 1972, accepted your proposal for work on the Ladd Canyon-North Powder Section of the Old Oregon Trail in Union County in the amount of $8,271,616 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7857.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1973.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

V-10

11-30-72

U. S. DEPARTMENT OF TRANSPORT N - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: I-80N-6(50)275

STATE PROJECT NO.: LADD CANYON-NORTH POWDER

PROGRAM NO.:

COUNTY NAME: UNION

ITEM NO.: I-719

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

7757

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
NOVEMBER 15, 1972	NOVEMBER 15, 1972	INTERSTATE 80N	PRIMARY ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $33,000; PERMANENT PAVEMENT STRIPING $3,000; STAGE CONSTRUCTION STRIPING $500; TEMPORARY EROSION CONTROL $10,000; AND ON THE JOB TRAINING $12,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $33,000
TEMPORARY EROSION CONTROL $10,000
ON THE JOB TRAINING $12,000
PERMANENT PAVEMENT STRIPING $3,000
STAGE CONSTRUCTION STRIPING $500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 14, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

12-1-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-72		for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7857

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 29, 1972

In reply refer to: 10-35-DA

FROM : C. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR

SUBJECT: Oregon Project I-80N-6(50)275
Old Oregon Trail Highway
Ladd Creek Canyon-N. Powder Section

During the PS&E review we had several discussions about various aspects of the plans and specifications. Most items were resolved satisfactorily. Additional comments are offered on the following two items.

Topsoil or Native Soil

The original plans indicated that topsoil was to be placed only on fill slopes 4:1 or flatter. This was subsequently revised to cover all fill slopes. In addition, native soil is to be conserved and spread over the cut slopes at the Wolf Creek Interchange. There are shallow cuts throughout the project and larger cuts on the northerly end of the project. As an aid in preventing erosion and improving the appearance of the project, we recommend that native soil be placed over all the cuts and fills except those cuts on a 1:1 or steeper slope.

Sunnyslope Irrigation Facilities at the Wolf Creek Interchange

After this interchange was revised you proposed to either construct two 8x3 boxes under the freeway which would in effect replace the existing facility or to construct one 4x8 box with a diversion box at the outlet end. The first proposal was estimated to cost about $24,000 more than the single box. The single box would have some problems part of which were caused by the additional head required with the entire flow through one box. During discussions we agreed to participate either in the two-box system or the cost of the single box with the difference in the estimated cost between the one-box and two-box systems paid to the Irrigation District to correct all the problems caused by the one-box system.

12-5-72
cc Hall
EH

The Irrigation District officials agreed to the one-box system with the extra provision that the State furnish a short 18" culvert pipe

(more)

RECEIVED
DEC 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12-1-72
Hunter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

which would be placed under their ditch to handle normal drainage. The plans at that time showed the boxes to be constructed extended to the western access control line. There were two subsequent changes. The first was to extend the box to the western cattle drive fence in which we concurred. The second was to construct a 90 ft. 4x8 diversion box on the western end of the box. We could not concur in this addition because it corrected some of the problems for which the Irrigation District is to be paid to correct. Later Mr. Preston requested and we concurred that in lieu of the wingwalls on the 4x8 box equivalent Federal-aid participation would be allowed in the construction of a 4x8 diversion box just long enough to provide a side weir to handle flood waters.

In brief, we agree to participate in the costs of a 4x8 box to the westerly cattle drive fence, and a 4x8 weir box just long enough to construct a simple side weir. In addition, FAI funds are approved for participation in the $24,000 payment to the Irrigation District to correct their facilities beyond the aforementioned improvements.

[illegible]
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7857

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 9, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention: Richard A. Nichols

Gentlemen:

Re: Ladd Canyon-N. Powder
Old Oregon Trail Highway
Union County
Wolf Creek Cattle Crossing

Our Regional Office has informed us that the cattlemen move stock along the subject section across Wolf Creek in the months of March, April and May from the lower winter pastures to the higher elevation summer pastures.

Soil Conservation Service records show that it is during these months that maximum flows occur in Wolf Creek. Past cattle movements utilizing the highway shoulder in crossing the stream will not be continued in the future. Therefore, we are including in our plans a structure over Wolf Creek on the cattle drive route to make it serviceable during the months of high water.

The cost of the structure is estimated at about $8,000.

Very truly yours,

NOTED
E. S. HUNTER

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

RECEIVED
NOV 10 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FLH:jh
cc: E. S. Hunter
L. L. Wallace
W. E. Schwartz
F. E. Terpin

RECEIVED
1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FOR LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-72

FEDERAL AID PROJECT NO.
I-80N-6(50)275

STATE PROJECT NO.
LADD CANYON - NORTH POWDER SECTION

COUNTY NAME
UNION

PROGRAM NO.

ITEM NO.
I-719

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO: 7857

G.M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Young

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO

FOR

Info	nves	/D	/R	[illegible]	Act	[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER
	NOVEMBER 6, 1972	INTERSTATE ROUTE 80N OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S OCTOBER 16, 1972 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING ADJUSTMENT OF FACILITIES FOR THE SUNNYSLOPE IRRIGATION DISTRICT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) MINOR PROGRAM CHANGE

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE 11-6-72
SIGNATURE OF APPROVING OFFICIAL C R Burghardt for
TITLE DIVISION ENGINEER

FORM PR-1240 (REV. [illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-[illegible]) WILL BE USED

11-3-72

MONTHLY TRANSACTION NO.		FORM PR-9 (REV. 4-61)	RE OF INDIVIDU
DATE SUBMITTED TO W.O.		Rev.	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N North Powder, N'ly 9.25 Mi. 21 65	ADT	3,900	FUTURE 6,30 (66)

			FOR MISCELLANEOUS FUNDS ONLY				
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) Gr., Dr., High-Type Pv't. & 5 Strs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. Y 72

CARD 4	CLASS OF FEDERAL FUNDS [1] Interstate	COUNTY
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Interstate

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	T
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	719	I-80N-6 (50)275	I-80N North Powder, N'ly 9.25 Mi. "Ladd Canyon-North Powder Section"	9.25	9
										PROJECT TOTAL	9.25	9
5					PE ROW CONST		RE-QUESTED REVISION	719	I-80N-6 (50)275	I-80N North Powder, N'ly 9.25 Mi. "Ladd Canyon-North Powder Section"	9.25	11. (16)
										PROJECT TOTAL	9.25	11.

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: August 7, 1972	PROGRAM REVISION REQUESTED DATE November 3, 1972	DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT	3,900	FUTURE 6,300 (66) (70)	YEAR 92 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 719 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

PV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) I- 14 23	NUMBER-AGR. NO. 80-6(50) 7 13	I PROJECTS ONLY: POST MI. 275 (24) (26)	DESIG. N 27

COUNTY NAME Union — CODE 14 061 16

STEM Interstate

RTE NO. I — FEDERAL AID I-80N — STATE (32) 6 (36) — U.S. (37) I-80N (41)

		PROJECT COST			
TERMINI	MILES (54) (58)	TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
N North Powder, N'ly 5 Mi. dd Canyon-North Powder tion"	9.25	9,200,000	8,488,000	712,000	Gr. & dr. 4-12' lanes H.T. pave. with 10' R & 6' L shldrs., var. med. (106' to 126'). Const. 1 conc. box culv. (L 30'), 3 U'xing strs. (L 862'), 16' to 28' fr. rds. & inst. signing.
PROJECT TOTAL	9.25	9,200,000	8,488,000	712,000	
ON North Powder, N'ly 25 Mi. dd Canyon-North Powder tion"	9.25	11,000,000 (16) (23)	10,149,000 (24) (33)	851,000	Gr. & dr. 4-12' lanes H.T. pave. with 10' R & 6' L shldrs., var. med. (106' to 126'). Const. 3 U'xing strs. (L 862'), 1 twin br. (L 62'), 1 br. on fr. rd. (L 30'), 16' to 28' frontage rds. & inst. signing.
PROJECT TOTAL	9.25	11,000,000	10,149,000	851,000	

EASON FOR CHANGE:

-OVER-

ON REQUESTED	RECOMMENDED	APPROVED
3, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

w both classes of funds involved.

USCOMM-DC 48908-P61

Reason for Change: To add to the character of work 2 bridges (1 bridge on stock drive roadway and 1 twin bridge on the highway) as tabulated below under "Structures" and eliminate the concrete box culvert (Quadruple 7'x5'; Type Code X028; Est. Cost $85,000) of bridge length originally programed at M.P. 8.31 by replacing it, at the same location, with the twin bridge included as one of the two added bridges. Also to increase project cost to reflect the additional work and conform to the latest cost estimate.

NOTE: A minor program change request to include adjustment of the facilities of the Sunnyslope Irrigation District at an estimated cost of $24,000 was submitted for FHWA approval under letter of October 16, 1972.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project		
8.31 Rt.	Wolf Creek Cattle Drive Br. (approx. 300' W'ly); Br. No. 16076; hwy. over waterway; prestressed conc. slab span; L. 30'; H.C. 11.5'.	X080	11,000
8.31	Wolf Creek; Br. No. 7291A & 7291B; hwy. over waterway; twin reinf. conc. slab span; L. 62' ea.; H.C. 42' ea.	X020	116,000

RECEIVED
NOV 7 1972
FOR FILE

7857

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 31, 1972

FROM : for R. L. Green, Division Engineer
Salem, Oregon

In reply refer to: 10-35.6

Orig - E.S Hunter
Cy - Fred Hart } Take approp. action
Frank Hall
11-2-72

SUBJECT: Oregon Project I-80N-6(18)262
Ladd Canyon-N. Powder Section
Wolf Creek Cattle Bridge

The County-State Agreement calls for a cattle drive on the west side of the freeway at approximate Station 1140 on the Ladd Canyon-N. Powder River Section.

Although not required in the agreement a cattle structure crossing Wolf Creek would be desirable from the environmental standpoint. We would approve a minimum structure at this location.

In view of the fact that this structure will be utilized only by cattle the normal heavy roadway loading should not be required.

Please feel free to discuss acceptable design criteria with us.

A. E. JOHNSON

RECEIVED
STATE HWY ENGR
NOV 1 '72
REFER TO

FOR

Info	Inves	RID	DIR	Sign	Act	File

NOTED
E. S. HUNTER

11-2-72
al

RECEIVED
NOV 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

RECEIVED
OCT 1 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

DATE October 16, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Programing Engineer

SUBJECT Minor Program Change
Project I-80N-6(50)275

We hereby request your approval of a minor program change to Item No. 719, Project No. I-80N-6(50)275, "Ladd Canyon - North Powder Section", to include the adjustment of the facilities of the Sunnyslope Irrigation District which was inadvertantly omitted from the original program data. The estimated cost of this utility adjustment is $24,000.

The overall project cost does not require changing at this time.

JG:pr

cc: T. W. Litchfield

RECEIVED
OCT 1
FOR FIL

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7857

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. A. E. Johnson, Asst State Highway Engr

DATE: October 4, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon-North Powder
Upper and Lower Sunnyslope Ditch Bridges

Mr. Wallace's letter of September 22, 1972, requested approval of two bridges for public stock drive across the Upper and Lower Sunnyslope Ditches. Design loading was designated as HS 20 and a roadway width of 20' desired. Our inquiry indicates that heavy cattle trucks will use this structure, justifying the heavy loading, and that a future county road might incorporate this section, indicating the necessity of the extra width. We approve these structures as submitted for the above reasons.

cy Bridge
10-12-72

10-6-72

al

RECEIVED
STATE HWY ENGR
OCT 5 '72
REFER TO

E

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cs

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7857

NOTED
A. E. JOHNSON

October 3, 1972

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Lump Sum Agreement
Pacific Northwest Bell Telephone Line Relocation
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(50)275

Gentlemen:

Reference is made to our letter dated August 31, 1972, which authorized you to proceed with your work on this project on an actual cost basis effective July 28, 1972.

Since the State's share of the work is only 8.39% of the total cost, and your estmated dated July 28, 1972 furnished sufficient information, the State will accept a lump sum settlement of $3,012.00 for this work as requested in a recent meeting between representatives of the State and your Company.

The second paragraph of our above mentioned letter dated August 31, 1972, is hereby revised to read as follows:

> "Reimbursement for the work performed on and subsequent to August 21, 1972 in the amount of $3,012.00 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges."

All other provisions of our August 31 letter remain unchanged.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
~~G. L. Green~~
R. N. Chase
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
H. W. Gerlach

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

September 22, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

ORIGINAL SIGNED
L. L. WALLACE

From Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

Subject Upper and Lower Sunnyslope Ditch Bridges
Ladd Canyon-N. Powder Sec.
I-80N
Union Co.
Brs. Nos. 16068 and 16069

Enclosed are two prints of Drawing No. 28550, which is the plan and elevation of the subject structures. Also enclosed are two prints of the grading plan sheet.

These structures are on a stock drive which was part of the right-of-way obligation and county agreement for the subject section. Box culverts could be used to handle the present flow in the irrigation ditches but due to probability of future improvement to the canals it was felt that bridges would be the best solution. Our Region Office requested that these bridges be designed for HS 20 loading.

The grade matches the present ground elevations. The width was discussed with Mr. Nichols of your office, and he agreed to 20 feet out-out. The length is adequate to span the canals and allow for future improvements.

No foundation exploration was made, but in view of the foundation data from the Wolf Creek Interchange in the near vicinity we feel that spread footings at a low bearing are satisfactory.

The estimated cost, based on quantities and including an allowance for engineering and contingencies, is $8,800 for each structure.

This is sent to you as a preliminary submittal for your approval.

RECEIVED
SEP 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JMT/ag
Attachs.
cc A. E. Johnson
L. H. Young
V. E. Skoog

U.S. DEPARTMENT OF TRA RTATION - FEDERAL HIGHWAY ADMINISTRAT

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-7-72

FOR FILING

FEDERAL AID PROJECT NO.: 1-80N-6(50)275

STATE PROJECT NO.: LADD CANYON-NORTH POWDER

PROGRAM NO.:

COUNTY NAME: UNION

ITEM NO.: 1-719

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

TO: 7857

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO
FOR
Info | ves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE AUGUST 21, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY

GENERAL LOCATION:

9-11-72
Young

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S TELEPHONE LINE RELOCATION EFFECTIVE AUGUST 21, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $3,212.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 8-17-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-13-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR 8-11-72 UTILITIES & RAILROAD ATTORNEY'S LETTER, THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER 7-28-72 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 8-15-72 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S JANUARY 17, 1972 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. A PERMIT COVERING THIS ADJUSTMENT WILL BE FURNISHED AT A LATER DATE.

DATE 9-7-72	SIGNATURE OF APPROVING OFFICIAL	TITLE ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
AUG 29 1972

FOR FILING

FORM E-30 (REV. 10-69)

7857

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 24, 1972

SUBJECT: Ladd Canyon - N. Powder Section
Interstate 80N
Union County

To: FILE

On this date I discussed the subject project with Mr. Roger Lang, Region V Office Engineer, to ascertain if any controversy has been raised by environmental groups, organizations, or individuals.

After some consultation, Mr. Lang informed me that no such controversy exists to their knowledge. There are, however, normal Right-of-Way negotiation problems.

Public hearing and design approval, as required by PPM 20-8 for the subject project has been fulfilled and said fulfillment was concurred in by FHWA Memorandum of May 13, 1969. This was confirmed by an additional FHWA Memorandum dated April 5, 1972.

Per paragraphs 5a and 5e1 of PPM 90-1, it appears that the National Environmental Policy Act would not apply to the proposed construction.

GAP
GARY A POTTER
Project Coordinator

GAP:jly

cc: Robert E. Royer
Don Byard

NOTED
R. L. SCHROEDER

5

RECEIVED
AUG 28 1972
FOR FILING

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7857

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 21, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
Wolf Creek Road Interchange
Bridge No. 9755

Mr. Wallace's August 14 submission placed the above structure on new alinement in order to avoid a canal conflict. There is very little change in the structure. We approve the new structure.

8-28-72

RECEIVED
STATE HWY ENGR
AUG 24 '72
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign		

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Const
Rlw
Old Oregon Trail

DATE August 14, 1972

TO SP
Glen L. Green, Acting
~~R. E. Simpson~~, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT
Wolf Creek Road Interchange
Ladd Canyon-North Powder Section
Old Oregon Trail Highway I-80N
Union County, Bridge 9755

Enclosed are two prints of Drawing 28162 which is the plan and elevation drawing for the subject structure. This is being sent to you to replace Drawing 27677 which was submitted with our letter of December 31, 1971.

The alignment of the freeway was moved easterly at this interchange to avoid a conflict with a canal. This resulted in a change in grades which enables us to use a somewhat shorter structure than originally submitted. The estimated cost of this revised structure is $306,000.

JMT:smd
cc
✓A. E. Johnson
V. E. Skoog
H. L. Young

RECEIVED
AUG 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

p 5

RECEIVED
AUG 18 1972
FOR FILING

7857

August 17, 1972

599

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Wolf Creek Interchange
Ladd Canyon-North Powder Section
Old Oregon Trail Highway, I-80N
Union County Bridge 9755

In reply to your request of August 10 for a work plan and inspection schedule for the Wabo-Mauer strip seal expansion joint (Model SA 200), we are enclosing a copy of a work plan and inspection report which were submitted to you July 9, 1971.

We intend to add this seal to our present program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A. E. JOHNSON ja

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walter J. Hart

JMT:jc ja

WORK PLAN

Deck Joint Seals

Purpose: To determine costs, effectiveness and serviceability of various deck joint sealing systems.

Scope: We are now checking installations in seventeen structures which include single compression seals, multiple compression seals, transflex expansion joint seals and finger plates. Additional installations will be added to the program as new types of seals become available and as improvements are made in existing types.

Inspections are to be made at the time of final inspection, at six months after installation and annually thereafter for a minimum of three years. Additional inspections may be made if desirable.

A copy of the inspection form is attached.

Recommendations: A report will be submitted on July 1, 1974, which will include a summary of all inspections, an evaluation for each seal and a recommendation on the use of each type of seal. Another report will be submitted on July 1, 1976, to include any new installations and substantiate the findings of the initial report.

6/28/71
TGT

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 10, 1972

In reply refer to: 10-35-EC

FROM : for C R Burghardt
G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(50)275
Ladd Canyon-North Powder Section
Bridge 9755
Experimental Item

NOTED
A. E. JOHNSON

Use of Wabo-Mauer strip seal expansion joint, Model SA 200 on an experimental basis under Category 2 of PPM 20-6.3 as requested by Mr. Wallace's July 10 letter is approved.

Please submit work plan and inspection schedule for this item.

8-14-72
al

RECEIVED
AUG 15 1972
BRIDGE DIVISION

RECEIVED
AUG 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

TRANSACTION NUMBER 8-19

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-7-72

BY (Signature): MR. YOUNG'S JULY 18, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 719 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
719	I-80N-6(50)275	9.25	9,200,000	8,488,000	LADD CANYON - NORTH POWDER SECTION UNION COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND FOUR STRUCTURES, SIGNING.

8-7-72

8-9-72

Young

REMARKS (Division)

RECEIVED
[illegible]
FOR [illegible]

7857

RECOMMENDED: DATE	RECOMMENDED: SIGNATURE AND TITLE	APPROVED: DATE	APPROVED: SIGNATURE AND TITLE
		8-7-72	G.L.Green G.L.GREEN, ACTING DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 26 1972
FOR FILING

7857

P 3

July 25, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

583

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Relocation of Irrigation Facilities
Sunnyslope Irrigation District
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Oregon Project I-80N-6(-)

Reference is made to your July 14 letter concerning Federal Highway Administration approval of a lump sum payment to the Sunnyslope Irrigation District.

It appears that if the alternate scheme or schemes are adopted by the State and approved by the Federal Highway Administration, no lump sum payment will be necessary to the District.

Should the approved construction plans require a lump sum payment to the District, we will resubmit the request and justification.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
T. W. Litchfield

PGP:dl ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
Relocation of Irrigation Facilities
Sunnyslope Irrigation District
Ladd Canyon-North Powder Section
Old Oregon Trail Highway

Mr. Litchfield's June 19 letter requests approval of lumpsum payment to the Sunnyslope Irrigation District to reconstruct and line a portion of their ditch.

Some alternate schemes are now under consideration. No action is being taken on this matter until the alternates are fully evaluated.

7-18-72

Johnson - Hunter

NOTED
TOM EDWARDS

RECEIVED
CONSTRUCTION
SECTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 1 1972

genl files.

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Const
R/W
[illegible]

June 19, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Relocation of Irrigation Facilities
Sunnyslope Irrigation District
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

Dear Sir:

Prior to the construction of the present highway, Sunnyslope Irrigation District owned an irrigation ditch which paralleled the existing county road to a point just westerly of the present highway. There a diversion box divided the ditch water into two ditches which flowed more or less parallel to each other for approximately a thousand feet before separating and serving different areas. The District indicated the southerly ditch had a steeper gradient which lowered the water level in the main inlet ditch to the diversion box. The inlet ditch flows through a low area and it is necessary to flood an acre or two of land northerly of the ditch to obtain their full flow.

Our original proposal for the existing highway was to carry the water of both ditches under the highway in one box culvert and direct it back into the two original ditches. The District objected, insisting this would add to their present flooding problems. They indicated they would take the matter to court if necessary to get their two-ditch system perpetuated. As you know, the District had their way and two 8 foot by 3 foot box culverts carry their water under the present highway near Station 1110.

We now propose to construct the Wolf Creek Interchange in this area. Our Hydraulic Unit prepared two proposals for handling the irrigation water. One, to perpetuate the existing box culverts and the other to combine the two ditches into one 4 foot by 5 foot siphon under the highway. The siphon will cost less and is a much more desirable plan from our standpoint, since it allows both the storm drain and the cattle drive to pass over it without interferring with the irrigation facilities.

The District is agreeable to the siphon; however, they are apprehensive about the inlet ditch flooding problem. They insist we reconstruct the inlet ditch to alleviate the flooding. It is necessary to go back up the ditch approximately 1200 feet in order to obtain a proper grade. We have proposed a fill ditch with a 12-foot bottom, 2:1 side slopes and 10-foot berms on each side to carry the water. During the recent "plans in hand inspection" it was recommended that the ditch be constructed with a 6-foot bottom and a reinforced concrete lining be installed due to the very poor soils and rodent problems in that area. The District had considerable trouble stabilising the portion of their existing ditch disturbed by El Paso and Chevron Pipe Line Companys several years ago.

NOTED
A. E. JOHNSON

Now to our proposal - we are obligated to replace the District's ditch system "in kind" if they insist. Further, since there were no structures across their ditches before we constructed the existing highway, and we have not purchased their rights, they can require the State to maintain their facilities under the highway. The estimated cost of perpetuating the existing two box culverts (replacement in kind) is $220,000. The estimated cost of installing the siphon without the inlet ditch is $170,000; the estimated cost of the concrete lined inlet ditch with appurtenances is $80,00, for a total of $250,000.

Representatives of the Soil Conservation Service have had satisfactory results in the Ontario area with slip formed concrete lining without reinforcement. Our people anticipate a subsidence problem in this area and, therefore, we do not recommend an unreinforced concrete lining be installed by the State.

The District is aware that perpetuating the two box culverts will cost more than the siphon plan without the construction of the inlet ditch. They have indicated they would be receptive to a lump sum settlement for the installation of the inlet ditch; however, they refuse to obligate themselves for the preparation of a lump sum estimate. They are farmers and this is their busiest season. They feel it would be necessary for them to hire a consultant to prepare such an estimate and they know of none in the area. They request we make them an offer - if it appears reasonable, they will check it further and then make a formal reply.

"Windshield" estimates received from ditch excavating contractors in the Ontario area indicate that by slip forming the ditch (3 foot bottom, ditch 3.3 feet deep) they can make the complete installation of the inlet ditch for slightly less than half of the State's estimate. It is agreed by all concerned that the maintenance would be higher than with the State's plan.

We propose to offer the District a lump sum settlement of $40,000 for the construction of the inlet ditch. This is half our estimated cost of constructing the same facilities to our specifications. Under the proposed lump sum agreement, the District will construct the inlet ditch and its appurtenances to their specifications, and will agree to perform all operational maintenance of the inlet ditch as well as ditches A and B as shown on our plans. This will reduce the State's estimated cost for the siphon plan to $210,000 as compared with $220,000 for replacement in kind. Detailed estimates for the above are attached.

Your approval of a lump sum settlement of $40,000 for the construction of the inlet ditch is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ITHLY TRANSACTION NO.

'E SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

7-18-72

FEDERAL

RD	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N North Powder, N'ly 9.25 mi. 21 65	**ADT**	PRESENT 3,900	FUTURE 6,300 (66)

RD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-type Pv't. & 4 Strs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73

RD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 7-31	ROUTE NO. I	FE

ESTIMATED

RD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERA
	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
					PE		I-80N North Powder, N'ly 9.25 mi.			
					ROW					
					CONST (CODE)		"Ladd Canyon-North Powder Section"	9.25	9,200,000	8,
							PROJECT TOTALS	9.25	9,200,000	8
									(16) (23)	(24)

ARD	CODE 1	PREPARED BY
	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	3,900 (66)	6,300 (70)	92 (71) (72)	10	Oregon	35 (2) (3)	042 (4) (9)	719 (14) (18)

I. Projects Only

DA CLASSIF. (69) (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER 80-6 7	SEQ. NO. (50) 13	POST MI. 275 (24)	DESIG. N (26) 27

PROJECT NUMBER

CODE 061 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

COUNTY NAME Union

ROUTE NO. I

FEDERAL-AID I-80N (32)

STATE 6 (36) (37)

U.S. I-80N (41)

ESTIMATED PROJECT COST BY PHASES

S (58) (59)	TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr. & dr. 4 - 12' lanes H.T. pave. with 10' R. & 6' L. shlds. var. median (106' to 126'). Const. 1 conc. box culv. (L 30'), 3 U'xing Str. (L 862'), 16' to 28' frontage rds. & install signing
					ROW - 370' min.; Access control - full; Parking restrictions - complete; Utilities - adj. required including preparatory work.
9.25	9,200,000	8,488,000	712,000		
9.25	9,200,000 (16) (23)	8,488,000 (24) (33)	712,000		

REMARKS Additional Data: Item No's. 142A & 142B; Project No's.: I-80n-6(18) & (28) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

LADD CANYON-NORTH POWDER SECTION

PROJECT NO. I-80N-6(50)275

Remarks - continued

Project Data: Grade and drain four 12-foot lanes of high-type pavement (Type Code 7224; continuously reinforced portland cement concrete pavement with cement-treated base) with 10-foot right and 6-foot left shoulders with a variable median (106-foot to 126-foot). Construct three undercrossing structures and a concrete box culvert as tabulated below under "Structures". Construct 16-foot to 28-foot frontage roads. Install traffic signs.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
2.57	Clover Cr. Intchge. U'xing; Br. No. 13584; hwy. under hwy.; prestressed conc. box girder; L. 287'; H.C. 32'.	X781	$ 376,000
4.46	Co. Rd. No. 105 U'xing; Br. No. 9780; hwy. under hwy.; prestressed conc. box girder; L. 292'; H.C. 32'.	X781	312,000
7.57	Wolf Cr. Intchge. U'xing; Br. No. 9755; hwy. under hwy.; steel girder; L. 283'; H.C. 32'.	X771	310,000
8.31	Wolf Creek; hwy. over waterway; quadruple 7' x 5' reinf. conc. box culvert; L. 30'. (NOTE: Triple 7' x 5' under existing travelway to be lengthened and one more barrel added)	X028	85,000
			$1,083,000

Utilities: Adjustment of the following (Type Code Y060):

Chevron Pipe Line Company - - - - - - - - - - - - - -	$31,000
Pacific Northwest Bell Telephone Company- - - - - -	3,500
California-Pacific Utilities Company- - - - - - - -	5,000
	$39,500

Public Hearing: Held October 14, 1965.

Design: FHWA concurred in memorandum of May 13, 1969 that the design approvals previously given (prior to issuance of current PPM 20-8) are considered to constitute design approval as required by paragraph 10 of PPM 20-8.

Environmental Statement (PPM 90-1) and Clearinghouse Review (IM 50-1-70) Requirements: Not applicable as location/design approval granted prior to January 1, 1970 as concurred in by FHWA in memo of May 13, 1969.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

5

Form FHWA-121 ([illegible])
UNITED STATES GOVERNMENT

Memorandum

7857

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 3, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(18)262
Ladd Canyon-N. Powder Section
Old Oregon Trail Highway

Mr. Frank Hall proposed in his June 20 memorandum to improve the County road from the FB line to the Glen property. We concur in this proposal.

7-6-72
Hall
cc Ed

NOTED
E. S. HUNTER

RECEIVED
JUL 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Recd. 7-7-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 5 1972

RECEIVED
APR 1[illegible] 1972
FOR FILING

ps

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7857

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 5, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-6(-)275
Ladd Canyon-North Powder Section
Public Hearing Status and Design Approval

I agree with your position on the status of public hearings and design approval for this section as described in Mr. Young's March 30 letter.

4-10-72
Young

NOTED
F. B. KLABOE

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR FILING

March 30, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT Public Hearing Status and Design Approval
Ladd Canyon-North Powder Section
Project I-80N-6(-)275

Public Hearing and Design Approval, as required by PPM 20-8, for the subject project has been fulfilled and said fulfillment was concurred in by FHWA memorandum of May 13, 1969.

During the period from May 13, 1969 to date, as the final plans were being prepared, it became apparent that a moderate adjustment of the location of the originally planned interchange from Jimmie Creek (Clover Valley) southerly to Wolf Creek Road was desirable. This adjustment, as well as the plan for separation structures and frontage roads, was approved by FHWA memorandum of May 21, 1970 on the basis that it would provide superior service to the needs of the area, including recreational activities at a planned reservoir and timber harvesting in the National Forest.

As the final plans progressed, it was further determined that an additional interchange was necessary, located approximately 5 miles north of the adjusted interchange at Wolf Creek Road, to provide service to the area in the vicinity of Clover Creek. The Clover Creek Interchange layout plan was approved by FHWA on January 13, 1972.

It is our opinion, and we are proceeding on the basis that, the change in location of the interchange to the south and the addition of an interchange at Clover Creek does not create a substantially different social, economic, or environmental effect on the surrounding area but only provides superior service to the needs of the area. Therefore, the opportunity for additional hearings need not be offered relative to the above-described interchange locations.

cc F. B. Klaboe E. S. Hunter H. S. Cox R. N. Chase
B. L. Gifford

RNC:dg

5

A. Olson
Terpin
Scott

RECEIVED
MAR 20 1972
DESIGN
SECTION

Requires Reply
Requires Approval ☐
Receiver Keep
Do not File
Return To________
Bring Up____/____/____
Other________

7857

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

March 17, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We have reviewed the preliminary plans for the following projects:

1. Ladd Canyon-North Powder Section
   Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
   Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
   Willamina-Salem Highway, Polk County

NOTED
E. S. HUNTER

There will be no problems with wildlife protection on the Ladd Canyon project.

The gradient and channel change on Vail Creek Section is satisfactory.

No problems are anticipated on the Rickreall-Independence Junction Section.

Thank you for requesting our comments.

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

March 17, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
By L. L. Wallace
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT
Ladd Canyon-North Powder Section
Old Oregon Trail Highway (I-80N)- Union Co.
Clover Cr. Intch. Br. 13584
County Rd. 105 Uxing Br. 9780

Enclosed are two prints each of Drawing Nos. 27556 and 27890 which are the up to date foundation data sheets for the subject structures.

Also enclosed are two copies of the foundation recommendations based on additional drilling since our transmittal of the foundation reports on January 25, 1972.

These jobs have been approved by you and this is being sent for your information.

JMT/ag
Enclosures

cc: A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7857

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: A. E. Johnson

DATE: February 24, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
Ladd Canyon-North Powder Section
Clover Creek Interchange-County Road 105-Wolf Creek Structures

508
714

Your submission of January 26, 1972 attempted to answer some questions we had on your submission. We feel however that the high unit costs of these structures in such a low traffic density location point to a condition where layout and type selection might be used effectively to reduce costs at no sacrifice to safety. We will approve these structures as submitted but on future projects in similar areas we recommend you reduce the span lengths to give ample safe clearance on the sideslopes and medians but not as generous as requested in this submission. The other alternative would be to select a superstructure type that will give more economy.

3-2-72
REFERRED TO
J. Johnson
DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1972
BRIDGE DIVISION

NOTED
W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 27 1972

FOR FILING

Corres
R/16
Old Ore Tr

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

474

Dear Sir:

Ladd Canyon-North Powder Section
Old Oregon Trail Hwy. (I-80N), Union County
Clover Creek Intch., Bridge 13584
County Road 105 Undercrossing, Bridge 9780
Wolf Creek Road Intch., Bridge 9755

We have reviewed the comments in your January 14 letter.

1. The cost of construction has increased by six to eight percent in the past few years. Our estimated cost of County Road 105 is based on recent bid prices. The cost in our December 4, 1968 submittal as Clover Creek was based on 1968 bid prices.

2. We doubt any significant saving could be made by duplication.

3. The median width could be used for a triangular-shaped pier at Clover Creek but at Wolf Creek, because of the unbalanced spans, this type of bent is not practical.

4. For the Wolf Creek Road structure, we have planned on using some of the ideas in "Bridge Design Aids" published by Bethlehem Steel Company.

Our selection of structure types will maintain a continuity between sections of the freeway. Ladd Canyon Bridge to the north and County Roads 712 and 714 to the south are both the same type as proposed for County Road 105. Having different types separating the similar structures will add variety to the freeway.

Enclosed are two prints each of Drawings 27556, 24497, and 27890 which are the foundation data sheets for the subject structures. Also enclosed are two copies each of the foundation recommendations. We are submitting these to complete our preliminary submittal for these structures.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:dh/AEJ:ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: Mr. W. J. Hart

DATE: January 14, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

1-18-71
Johnson
answer

SUBJECT: Oregon Project I-80N-6(-)
Ladd Canyon - North Powder Section

We have made an initial review of the preliminary bridge plans submitted by Mr. Wallace's December 31, 1971 letter. Foundation data was not included so our comments at this time are not final.

There are several unanswered points we feel need clarification:

1. Your submission of December 4, 1968 as Clover Valley compared with the present submission as County Road 105 shows a considerable variation in cost for the same structures. Why is the variation this much.

2. County Road 105 compared with Clover Creek shows very little cost variation but if similar structures were constructed wouldn't there be a significant reduction in overall cost (can a similar type structure be used at all these sites).

3. Can the median area in Wolf Creek Road and Clover Creek Interchange be used to more of an advantage with a triangular shaped pier to reduce span length.

4. Can you effect more economy in the plate girder proposal at Wolf Creek Road? Attached is a copy of "Design Guidelines" published by Bethlehem Steel Co. in their recent brochure "Bridge Design Aids" for your consideration.

Perhaps some of the above considerations might result in a little more economy without sacrificing safety or esthetics. Please consider the above items in your review.

Attachment

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
L L. WALLACE

Design Guidelines

Approximately 200 actual structures have been studied using this computer program. The intent of the study was to determine whether any general design guidelines could be established for plate girder bridges. It is recognized that each structure is unique and experience or guidelines established from one structure may not always be applicable to another. One other consideration is that the guidelines which follow were developed at a particular time when material and fabrication cost had a certain relationship. As these relationships change, either uniformly or independently, the guidelines necessarily must be adjusted to reflect current conditions.

From the data compiled on the above studies there are certain trends which have been established and which should assist the engineer in generating more economical plate girder designs:

1. Hybrid designs will generally save from 7 to 10 per cent of the fabricated f.o.b. cost over homogeneous designs. At the same time, cost of bearings, diaphragms, etc., should be the same for the two designs.
2. While the greatest cost saving can be realized through the reduction of fabrication labor, material selection is still important. Designers should give more consideration to the newer grades of steel such as ASTM A572 and A588.
   Assuming the design is based upon a 50 ksi yield strength in the flanges, A441 steel should be used for flange areas up to 12 sq in. When flange area requirements are between 12 and 50 sq in., A572, Grade 50 should be considered. When more than 50 square inches of flange area is required, A588 steel should be investigated.
3. For girder webs up to 66 in. in depth, economy favors designs which require no intermediate transverse stiffeners to satisfy shear requirements. At the same time, there does not appear to be an appreciable cost difference between the unstiffened web design or the design requiring a minimum number of transverse stiffeners (one gage thinner than unstiffened). Figure 10 was developed by plotting the web thicknesses of optimum designs as related to web depth and can be used as a guide to selecting web thickness for transversely stiffened girders.

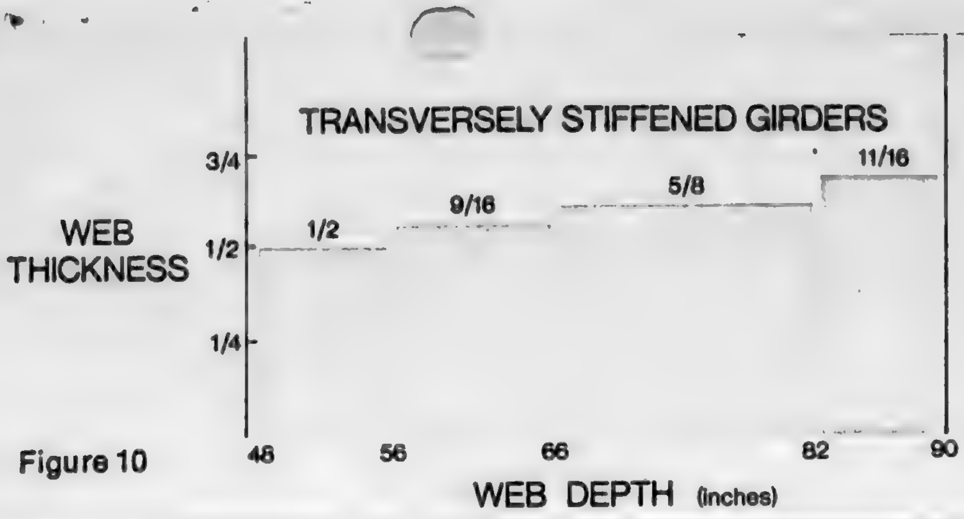


Figure 10

4. This study indicates that approximately 800 pounds of flange material must be saved to justify the introduction of a shop flange splice. For shorter spans, 100 ft or less, a saving of 600 pounds of flange material will generally offset the flange splice cost. Normally the most economical design results when one flange size is carried through the entire positive moment field section. This is true of both tension and compression flanges. Generally, two flange splices will be justified in each of the flanges in the field sections located in the negative moment areas. One further word of caution: with the use of composite design, the compression flange requirements can be such that a relatively small flange is required for stress considerations. In these cases, consideration should be given to stability problems associated with fabrication, shipping, and erection.
5. Intermediate transverse stiffeners are an expensive fabricated item. It is recommended that at least 8 pounds of web material be saved for every pound of transverse stiffener material added to the structure.
6. Studies indicate that longitudinally stiffened girders do not become economical until girder depths exceed 100 in. Again, much of the material economy realized by this type of design is offset by higher fabrication cost associated with the additional labor required for longitudinally stiffened girders.
7. In general, the greatest economy for multiple stringer bridges, can be realized by using the least number of stringers consistent with a reasonable deck design. Generally, it would be practical to eliminate a stringer provided there is only a nominal increase in deck thickness required. In addition to fewer fabricated components, savings can be realized through the elimination of additional bearings, diaphragms, and erection costs.
8. With regard to the detail material required to complete the structure, the designer should always specify a component with the simplest details which will serve the intended function. Bearings, diaphragms, and other detail material are areas where the designer can often provide significant cost reductions.

RECEIVED
JAN 26 1972
FOR FILING

(RECEIVED)
J[illegible]7 1972 FISH COMMISSION
Director
Asst. Director
Fiscal Of[illegible]
Spec. A[illegible]

Carnegie

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

7857

January 14, 1972

Mr. Thomas E. Kruse
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following project scheduled for contract letting March 30, 1972.

1. Ladd Canyon-North Powder Section
   Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
   Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
   Willamina-Salem Highway, Polk County

No Fish in Ladd Canyon

Gradient & ch ch Shown, O.K.

No Fish in Baskett Slough

cc:
E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

Your special attention and recommendations will be appreciated.

NOTED
E. S. HUNTER

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ENR 1-17-72

Enclos.

Dear Frank,
The [illegible] gradient ch ch [illegible]
No Fish in other projects [illegible] water quality should be maintained
Burt C.

RECEIVED
JAN 3 - 72

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7857

NOTED
A. E. JOHNSON

December 31, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Ladd Canyon-North Powder Section
Old Oregon Trail Highway (I-80N), Union County
Clover Creek Intch., Bridge 13584
County Road 105 Undercrossing, Bridge 9780
Wolf Creek Road Intch., Bridge 9755

Enclosed are two prints each of drawings 27677, 27678, and 27679 which are the preliminary plan and elevation drawings for the subject structures. Also enclosed are two copies each of the geometric for Clover Creek Interchange, the grading plan sheet for County Road 105 Undercrossing, and a vicinity map drawing 27594 and geometric for Wolf Creek Road Interchange. The foundation recommendations are not complete and will be forwarded at a later date.

All three structures are crossing over the four lane freeway of the subject section. The alignment and width of the structures are in accordance with the geometric and grading plans. The lengths are adequate to span the roadway section providing adequate column setbacks for safety. The elevations were established to provide a minimum 17-foot vertical clearance.

We have selected a two-span haunched post-tensioned box girder for the Clover Creek Interchange Structure, a three-span constant depth post-tensioned box girder for County Road 105 Undercrossing, and a two-span welded steel plate girder for the Wolf Creek Interchange Structure. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is as follows:

Clover Creek Interchange	$309,000
County Road 105 Undercrossing	$312,000
Wolf Creek Road Interchange	$310,000

A poured-in-place center bent with box girder cantilevers and drop-in prestressed beams, estimated cost of $285,000, was studied for Clover Creek Interchange. The haunched box girder was selected as being the most aesthetically pleasing.

The County Road 105 structure is near the site of the former Clover Valley Interchange and is the same structure approved by you in your letter of December 23, 1968.

A concrete box girder, estimated to cost $275,000, was studied for the Wolf Creek Road Undercrossing. The steel span was selected for this site to eliminate falsework as this was the only location that has any traffic problem. The unbalanced spans lend themselves to steel.

The selection of three different types of structure will add variety and also allow us to study comparative costs.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

L. L. Wallace
Bridge Design Engineer

RECEIVED
DEC 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMT:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
NOV 10 1971
FOR FILING

7857

5 M

10-19-71

October 21, 1971

Union County Court
Courthouse
La Grande, Oregon 97850

MISC. CONTRACTS and
AGREEMENTS No. 4078

Attention: Deloris C. Moore
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement pertaining to the Ladd Canyon-North Powder Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
OCT 11 1971
FOR FILING

Const
R/W
Old Ore. Trail

October 8, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 19 meeting will be a supplemental throughway agreement pertaining to the Ladd Canyon-North Powder Section of the Old Oregon Trail (I-80N) in Union County.

The Union County Court has requested that the original agreement dated September 30, 1970, be modified to provide more adequate land service to the public in general and to residents of the area in particular. The Highway Division concurs in their recommendations and has obtained approval of the Federal Highway Administration to implement the plan suggested for the location of interchanges and for the arrangement of frontage roads. The original agreement will remain in full force and effect, except as expressly modified by this supplement.

Upon completion of the project, the County will accept all the State's right, title and interest, and assume all jurisdiction, maintenance and control of the frontage roads which are to be constructed as a part of the project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

MCH:ljt kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
Frank L. Hall
R. N. Bothman
H. S. Cox
H. S. Coulter

~~H. G.~~ ~~E B Klaboe~~
9-30-70 Hiway Agree

RECEIVED
MAY 26 1971
FILING

7857

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 18, 1971

SUBJECT:

Ladd Canyon Section
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

To:
Mr. Frank Hall
Design Engineer

SALEM

4165

We are enclosing one copy of a letter from the County Court of Union County wherein they make several recommendations relative to the subject sections of highway. As stated in their letter, these recommendations are based on meetings among the Court, the property owners and the property owners' lawyers. We have studied these recommendations and our comments are as follows:

Item 1. We agree that the Wolf Creek Interchange should remain in its present location, if constructed.

Item 2. (a) The construction of an interchange at the Jimmie Creek location would serve the proposed elk feeding ground now in the planning stage by the Game Commission. It might alleviate the necessity for providing for viewpoints directly adjacent to the highway by making it possible to locate them, probably at more favorable locations, on Game Commission property.

(b) The construction of a two lane section, designed to carry logging traffic, could make the construction of the second interchange at the Wolf Creek location appear more reasonable.

Item 3. The proposed off- and on-ramps at the proposed underpass near the Heber Glenn property would allow the property owner access to the freeway at this point. It would serve, if full on- and off-ramps were constructed, to allow for turning of winter maintenance equipment working on the hill at the southerly end of Ladd Canyon rather than having to proceed to the Jimmie Creek or Wolf Creek Interchange.

Item 4. Eliminating the Glenn service road from the underpass to the Hog Valley Road would mean that the owner of this property would not have access to a portion of his land, and would have to gain access by freeway and through the Ladd Canyon Interchange (See item 7).

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
MAY 20 1971
☐ ENGR. ☑ COOR. ☐ GF ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Item 5. Access to the gate used by Counsell and Smutz would be from the underpass and would be dependent upon access to the freeway at this point or by frontage roads from the interchanges.

Item 6. This would relegate this road to a farm service road and eliminate the utility access road as such. The utilities have easements allowing access to their facilities at the present time and it is assumed these would be valid.

Item 7. This frontage road would provide access to the portion of the Glenn property which was to be served by the road eliminated in Item 4. It would also provide a connection to the Hog Valley Road.

Please review these recommendations and advise this office of your conclusions.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Construction Engineer

COF:sh
Enclosure

cc H. S. Cox
5-20-71 F. B. Klobue - information, per our discussion
DmH.

RECEIVED
DESIGN SECTION

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, County Judge

R. W. SCHAAD, Commissioner
RUSSELL ELMER, Commissioner

NOTED
R. HECTOR

May 13, 1971

NOTED
C. O. FREDRICKSON

NOTED

MAY 17 1971
REC'D DIV. OFFICE
LA GRANDE

Mr. H. Scott Coulter
Division Engineer
Oregon State Highway Department
2111 Adams Avenue
La Grande, Oregon 97850

Dear Scott:

In an attempt to better serve those persons owning property along the freeway, as well as the general public, the Union County Court has once again reviewed in depth that portion of the freeway between the Ladd Canyon interchange and the North Powder interchange. The Court has met with the property owners and their attorneys and after carefully considering their problems and their proposals we have come up with the following recommendations:

(1) To leave the Wolf Creek interchange at its present location.

(2) To construct an additional interchange at Clover Valley (Jimmie Creek).

  (a) In the event that it would not be possible to have both an interchange at Wolf Creek and Jimmie Cree,, then we would recommend that the present interchange at Wolf Creek be moved to Jimmie Creek and

  (b) That a frontage road be constructed between Jimmie Creek and the North Powder interchange and that the frontage road be sufficient to accomodate heavy log truck traffic.

(3) Construct an off-ramp near the Heber Glenn property to serve the proposed underpass with the off-ramp in the direction of Baker (south); and then an on-ramp toward La Grande (north).

(4) To completely eliminate the proposed Glenn Service road from the underpass to the road at Hog Valley. This is the road that is presently proposed on the east side of the freeway.

(5) To construct a frontage or service road from the underpass aligned with and contiguous to the freeway on the west side to the existing gate which is used by Lynn Smutz and Ed Counsell.

(6) To retain approximately 1/4 of a mile of the proposed road on the west side of the Ladd Canyon interchange to the Stockhoff meadow and to then eliminate the remainder of said farm access road.

(7) To construct a frontage road on the east side of the freeway from the Ladd Canyon interchange aligned with and contiguous with the freeway to the Hog Valley road.

It is the Court's sincere belief that these suggested changes will better serve the using public as well as the property owners in this area, will eliminate certain service roads that serve no useful purpose to anyone, and at the same time to hopefully solve some rather insurmountable problems for the property owners unless these proposed changes are adopted. The County Court therefore respectfully requests your approval and support of these recommendations.

Shall look forward to hearing from you and in the meantime my best regards and my thanks for your continued assistance, courtesies and cooperation.

Sincerely,

Earle C. Misener
County Judge

Form FHWA-121 (12-67)
UNITED STATES GOVE MENT

Memorandum

U.S. DEP MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7857

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Klaboe

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
R. [illegible] Asst. State Hwy. Engr.

LISTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2[illegible] 1970
FOR FILING

7857

4 2

9-30-70

MISC. CONTRACTS and
AGREEMENTS No. 4278

October 5, 1970

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Daloris C. Moore
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Ladd Canyon-North Powder Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
SEP 11 1970
FOR FILING

7857

September 10, 1970

Oregon State Highway Commission

Gentlemen:

The Union County Court has executed a throughway agreement which, with your approval, clears the way for construction of the Ladd Canyon-North Powder Section of the Old Oregon Trail (I-80N) in the southern portion of Union County.

This agreement provides for construction and maintenance of the project to be performed by the State and covers right-of-way acquisition, grading, base, paving, signing, and structures. The County concurs with the State's recommendations pertaining to the closure of certain roads, and agrees to cooperate to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of construction, Union County is to assume jurisdictional responsibility for certain newly constructed frontage roads. Some other roads in the area are to be constructed by the State and, upon completion, dedicated for use as public ways.

The agreement covers two sections, both being tentatively scheduled for contract September 2, 1971, with a total estimated cost of $10,300,000. I recommend your approval of and request authority for the Secretary to sign the agreement for and on your behalf. Consummation will complete our throughway agreement requirements to the Malheur-Baker County Line.

This matter will be presented for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank L. Hall
F. D. Morgan
L. H. Young H. S. Coulter
D. H. Moehring, H. S. Cox

MCH:ljt sr

AUG 20 1970

Form FHWA-12

UNITED STATES GOVERNMENT

Memorandum

7837

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6( )
Ladd Canyon - North Powder Section
Old Oregon Trail Highway
Public Way Extension

The connections of the public ways ending in Sections 6 and 7 T4S R38E to provide for a continuous low-type road as proposed in Mr. Cox's June 11 letter is approved for the following reasons:

1. Restore continuity to the local road system.
2. Provide a more flexible access to several property owners.
3. Provide better access for control of forest or range fires.
4. Improve access for a potential wildlife feeding area.

8-19-70

REFERRED TO
[illegible] - Cox - Barber
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

Klobok

RECEIVED
AUG [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Moehring

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon 97850

July 30, 1970

NOTED
H. W. SNELL

SUBJECT: LIAISON REPORT

To: H. W. Snell
District Supervisor

LA GRANDE

Ladd Canyon-North Powder Sec.
Old Oregon Trail Highway
Union County
Public Way Extension
Fed. Proj. No. I-80N-6(28)262

The Bureau of Public Roads has requested liaison estimates of the damages to the Glenn property based upon the following assumptions:

1. Construction of a low-grade public road in Sections 6 and 7, Township 5 South, Range 39 East, said road being a connecting link between the planned access road running South from the Ladd Canyon Interchange on the West side and the planned access road running North from the Glenn equipment pass at Engineer's Station 794+00.
2. The proposed roadway is not constructed.
3. In lieu of the proposed roadway, the State would acquire a right of way and rough grade the connecting link.

In all three instances it is estimated that no additional compensable damages would accrue to the Glenn property. Access to the Glenn property is already provided by the two roads which the subject proposed roadway would link together. Said proposed roadway would not provide access to any portion of the Glenn property not already provided by said two roads. Therefore, any damages to the Glenn property should already be reflected in the liaison estimates made in connection with these two roads. I have not attempted to update these estimates.

The B.P.R. has apparently misinterpreted Mr. Cox's letter as to the main purpose of the proposed roadway. The proposed roadway will not provide any access to the Glenn property not already provided by the two access roads it links together. What it would provide is a much less circuitous route for getting from some portions of the Glenn property to other portions, such as cutting the travel distance from his farm buildings to his ownership on the Westerly side of the highway in Sections 5 and 6, Township 5 South, Range 39 East, and Section 32, Township 4 South, Range 39 East, by as much as 14 to 15 miles. Thus, the proposed roadway would constitute a reduction in the disruption of the existing use of an agricultural business.

SP*52475-734

In addition to the above, this road would also provide the following possible benefits:

1. Reduction in the disruption of agricultural use of properties under other ownerships providing more flexible access. Other owners who could realize benefits from the proposed roadway are Ed Counsell, Gene Stockhoff, Lynn Smutz and the State of Oregon. The Highway Commission owns 22.38 acres of potential material source for which the proposed roadway would increase the possibilities of use.

2. Continuity of the county road system. The proposed roadway connects what would otherwise constitute two dead-end access roads.

3. Improved potential for control of forest and/or range fires. Access to potential sources of water in the area, such as stock tanks, springs and creeks would be improved. The saving of a few minutes in getting to the fire or to sources of water could be extremely important in the case of fire.

4. Improved access for hunting. This area is utilized by hunters from Union and Baker counties, and points further removed, for the hunting of deer, elk and chuckars. One of the property owners in the area has a partly furnished cabin which he leaves open for the use of hunters.

5. Improved access for a potential wildlife feeding area. The Game Commission is seriously considering the establishment of a Game Management Area designated the Shaw Mountain Elk Winter Range. The proposed project boundaries encompass approximately 14,500 acres bounded on the West by the Wallowa-Whitman National Forest and on the East by U. S. Highway 30, lying in Township 5 South, Ranges 38 and 39 East. The proposed roadway would provide better access to the project area, particularly to and from the Game Commission Office which is located in La Grande.

6. Improved potential for proper future economic development. By providing more logical continuity to the County road system, the proposed roadway would increase the possibility of proper economic development of the area for such important uses as timber and recreation. Even though it may not become a reality, the fact that the game management project mentioned above is under consideration, indicates some of the potential use of the area and the importance of considering future economic growth of the area in current planning.

While no damages to the Glenn property would be mitigated, the proposed roadway would have multiple use benefits as indicated above which should justify its cost.

Don W English
DON W. ENGLISH
Liaison Agent

DWE/cre

cc: D. H. Moehring
H. S. Coulter (2)
R/W Files (2)

5

ECEIVED
JUL 14 1970

7857

Form FHWA 121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 7, 1970

In reply refer to: 08-35.7/
X I-80N-6(28)26

O : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

ROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabou

UBJECT: Oregon Project I-80N-6(-)
Ladd Canyon - North Powder Section
Old Oregon Trail
Public Way Extensions

Mr. Cox's June 11 letter proposes construction of a low-grade public road in Sections 6 and 7, Township 5, South, Range 39 East, based upon the request of the County Court. The cost of extending the road was estimated at $11,000 which would provide a 16-foot roadway with 4 inches of crushed material. Due to the terrain involved the estimate appears conservative and we request a more accurate estimate by field personnel.

Mr. Cox's June 5 letter indicates that the main purpose of the road is to provide access to a portion of the Glenn property. Review of Right of Way maps and aerial mosaics indicates that the Glenn property has approximately 13 acres of cultivated land in the area with the balance being dry range land. Even if the roadway was provided the cultivated land would be landlocked. It is requested that the Right of Way Section provide liaison estimates of the damages to the Glenn property based upon the following assumptions:

1. The proposed roadway is constructed.
2. The proposed roadway is not constructed.
3. In lieu of the proposed roadway the State would acquire a right of way and rough grade an access to the Glenn property.

NOTED
F.B. KLABOU

The above data is needed before a final decision can be made as to the extent of Federal participation and the cost of building the proposed roadway. In addition, if other use will be made of the roadway by utilities, etc., please provide this information.

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Cox
copies to Barbee
Young
7-10-70 Mocking

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 16 1970

1859

7857

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 11, 1970

NO
F.B. KLAB.

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Attention: Mr. R. A. Nichols, Area Engineer

SUBJECT: Ladd Canyon-North Powder Section
Old Oregon Trail, Hwy No. 6 (I-80N)
Union County

Dear Mr. Simpson:

In compliance with your request for additional information concerning the extension of a Public Way to serve the Heber Glenn property in the vicinity of Ladd Canyon, there is attached hereto a sketch of the proposed typical section and an estimated cost for the requested work.

It is our proposal at this time to perform the required work on Public Ways by utilizing the equipment rental method, and the estimate of $11,000 is generally based on this concept. Should you consider a more accurate estimate necessary, we will request our field crews to do a reconnaissance survey.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

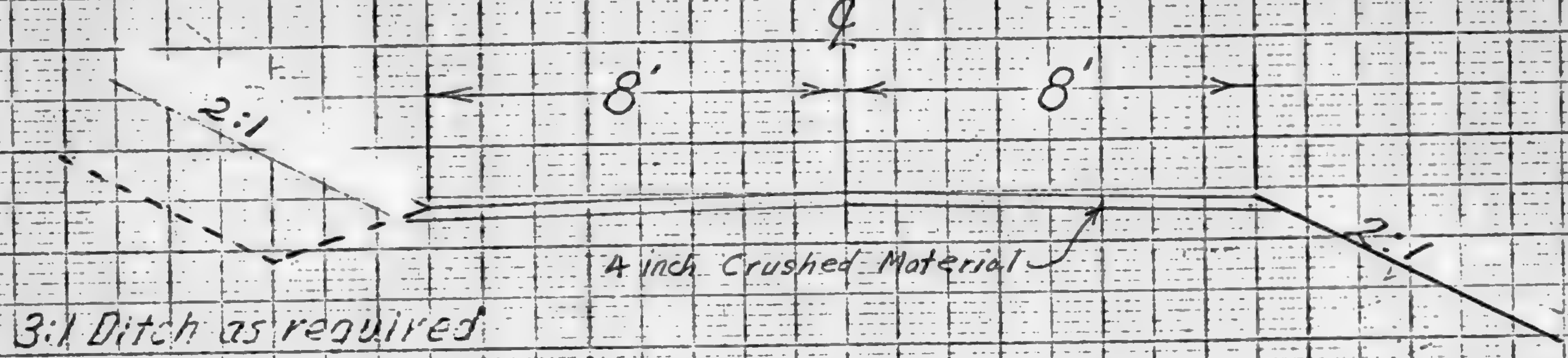
MCH:ljt
Attachments

cc: F. B. Klaboe
D. J. Barbee
H. S. Coulter

RECEIVED
JUN 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PUBLIC WAY COST ESTIMATE

Clearing and Grubbing	All	350
Exc 5' cut and fill	12,000 @ 0.52 cu. yd.	6,240
Drainage	All	1,000
4" Rock	Based 1.73 Ton incl. 25 gal. water per ton	3,060
Right-of-way		350
	TOTAL	$11,000



FARM SERVICE & ACCESS ROADS

1. Sta. 628+00 to 690+00 by Equipment Rental ±
2. Glenn Service Road Sta. 615+00 to 636 ±
3. Glenn Service Road (Hog Valley Road
790 ±)

County Court of Union County

La Grande, Oregon 97850

FROM THE OFFICE OF
EARLE C. MISENER, COUNTY JUDGE

BERNAL D. HUG, COMMISSIONER
R. W. SCHAAD, COMMISSIONER

June 10, 1970

Mr. Si Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Si:

The Union County Court is ready to sign the Agreement on the Ladd Canyon North Powder Section of the Old Oregon Trail (I-80N) provided the following addition is made:

> That a sixty (60) foot right of way be secured (see attached map) with a minimum of 16 foot graded section; that at least four (4) inches of crushed rock be placed on surface.

The justification of said addition is to provide Mr. Heber Glenn and other property owners in area access to property in Sections 6 and 7 as shown on map and also will allow Mr. Glenn to have a quicker access to freeway to La Grande during agreeable weather.

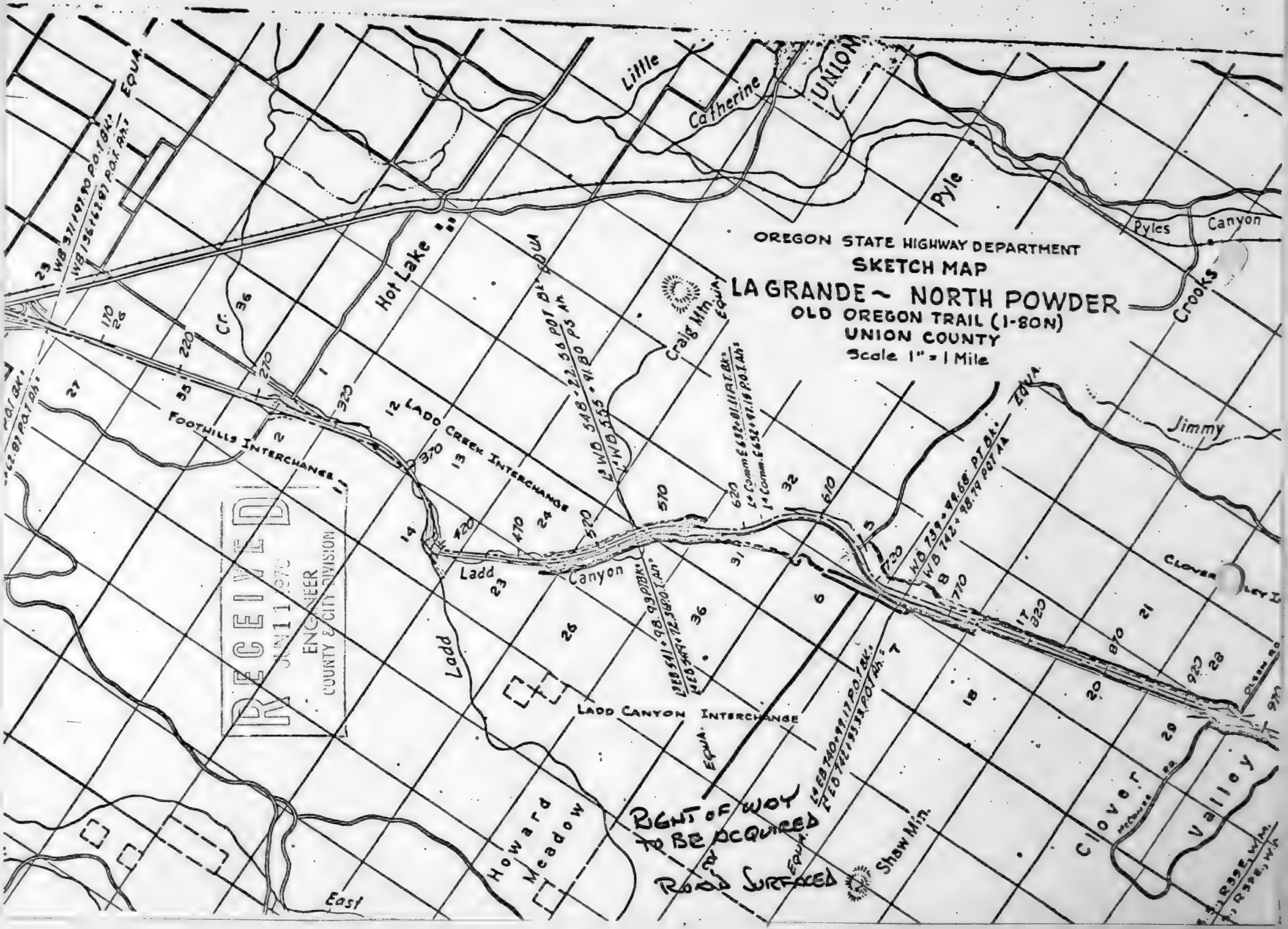
We wish to apologize to you for not including this data in the meeting in May.

Sincerely,

Earle C. Misener
County Judge

RECEIVED
JUN 11 1970
ENGINEER
COUNTY & CITY DIVISION

ECM/jl
ENclosure (1)


OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP
LA GRANDE ~ NORTH POWDER
OLD OREGON TRAIL (I-80N)
UNION COUNTY
Scale 1" = 1 Mile

Right of way to be acquired & road surfaced

RECEIVED
JUN 11 1970
ENGINEER
COUNTY & CITY DIVISION

JUN 8 1970
FOR FILING

cc: F. B. Klaboe
D. J. Barbee
H. S. Coulter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7857

June 5, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Attention: Mr. R. A. Nichols, Area Engineer

SUBJECT: Ladd Canyon-North Powder Section
Old Oregon Trail, Hwy. No. 6 (I-80N)
Union County

Dear Mr. Simpson:

A proposed throughway agreement coverning subject section has been reviewed by your office and, on Wednesday, June 3, was presented to the Union County Court for their consideration and approval. After a study of the proposal, the Court expressed a reluctance to enter into the agreement because of, what seems to them, the unreasonable distance one property owner would be required to travel in order to carry on his farming operation.

A study of the attached sketch, showing Mr. Glenn's property shaded in brown, reveals that it would be necessary to transport farm machinery from his ranch buildings southerly along frontage roads a distance of approximately six miles to gain access to the throughway, thence northerly, along the throughway, a distance of approximately ten miles to the Ladd Canyon Interchange, thence southerly a little more than a mile before finally reaching his property on the westerly side of the throughway. Mr. Glenn does have access to this property, but only by way of a circuitous route involving approximately 17 miles. The County Court feels that this situation could be corrected, with a minimum of expense, by providing a public way as shown dashed in blue on the attached sketch. This would require only two miles of travel and keep wide farm machinery off the throughway.

We request your concurrence in the extension of this proposed public way.

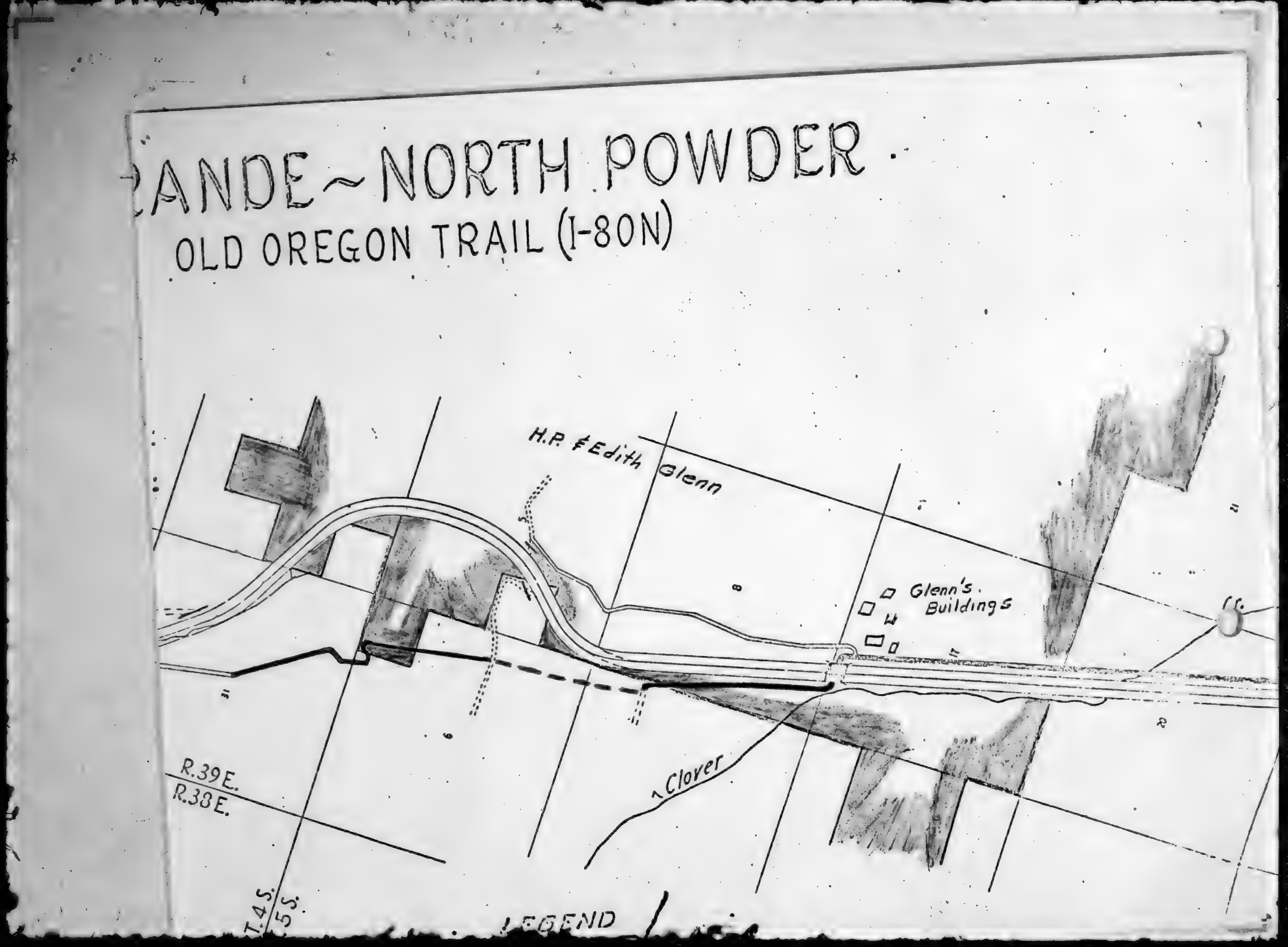
Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By: H. S. Cox
H. S. Cox
County and City Engineer

MCH:ljt
Att.


ANDE ~ NORTH POWDER
OLD OREGON TRAIL (I-80N)
H.P. & Edith Glenn
Glenn's Buildings
Clover
R.39E.
R.38E.
T.4S.
T.5S.
31
6
5
8
17
20
21
LEGEND

RECEIVED
MAY 25 1970

OR FILING

7857

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 21, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Walach

Malor

SUBJECT: Oregon I-80N-6(-)
Ladd Canyon-North Powder Section
Old Oregon Trail Highway

The moderate adjustment in location of the previously planned interchange from Jimmie Creek (Clover Valley) to Wolf Creek Road as requested in Mr. Hall's May 18 letter is approved. The remainder of the plan for separation structures and frontage roads (Exhibit A) is also approved.

The adjustment in the interchange location as requested by the local agency will provide superior service to the needs of the area including recreational activities at a planned reservoir and timber harvest in the National Forest.

5-25-70

NOTED
F. B. KLABOE

REFERRED TO
Young - Barber
By Asst. State Hwy. Engr.

RECEIVED
MAY 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
~~DEC~~ Jan 5 - ~~1969~~ 70
FOR FILE
7857

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 29, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I 80N 6()275
Wolf Creek Rd. U'Xing
Ladd Canyon-North Powder Section

I hereby approve the preliminary plans as submitted by Mr. Merchant's letter of December 2, 1969.

We commend you on your esthetic treatment of this structure and the one on Clover Valley.

Copy - Merchant
1-2-70

NOTED
TOM EDWARDS

RECEIVED
DEC 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 1[illegible] 1969

5

A-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7854

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 13, 1969

In reply refer to: 08-35-EC/400.1
Copy 'No Hearing' file

KLABOE

O : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ROM : R. E. Simpson, Division Engineer
Salem, Oregon

UBJECT: Public Hearing Status and Design Approval
LaGrande - S. Baker Interchange
Old Oregon Trail Highway
Union and Baker Counties

I concur that additional hearings are not required for the following projects:

1. I-80N-6( )258 LaGrande Section
2. I-80N-6( )265 LaGrande - Ladd Canyon Section
3. I-80N-6( )271 Ladd Canyon Section
4. I-80N-6( )275 Ladd Canyon - North Powder Section
5. I-80N-7( )284 North Powder - S. Baker Interchange Section

This determination is based on the information included in Mr. Young's April 28, 1969 letter.

The design approvals previously given are considered to constitute design approval as required by Paragraph 10 of PPM 20-8 and therefore no further approval action is required at this time.

5-15-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 12 1968
FOR FILING
1859
7857

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 11, 1968

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84100

Re: Petroleum Pipe Line Conflict
Chevron Pipe Line Company
Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(18)262

Attention: Mr. E. I. Allen

Gentlemen:

Attached hereto is a list of conflicting facilities referred to in our letter of December 10th relating to the above-titled Project and which should have been attached to said letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

phm

cc: F. B. Klaboe
F. D. Morgan
T. W. Litchfield (4)
J. C. Hiatt
H. M. Fillmore
D. J. Barbee
G. W. Ross
C. H. Maison
A. F. Parson

Chevron Pipe Line Company
201 N. Phillippi Street
Boise, Idaho 83701
Attn: Mr. E. H. Hight

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

49—28M

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Chevron Pipe Line Company

Ladd Canyon-N. Powder Section

Old Oregon Trail Highway

Baker County

LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate Direction Easterly (left)	Westerly (right)	R/W	Private	REMARKS
roleum Pipe Lines						
8" Lines)	EB 579+90					Measured along the
	to	X			3560'	Pipe Lines
	EB 597+00					
troleum Pipe Lines	EB 597+00	Crossing				
-8" Lines)	to	℄ at EB 597+50		400'		
	EB 598+50					
etroleum Pipe Lines	EB 786+80					
-8" Line)	to		X		400'	
	EB 788+80					
	EB 938+75					
Petroleum Pipe Line	to		X		1760'	
(1-8" Line)	EB 956+35					
	EB 1100+20					
Petroleum Pipe Line	to		X	150'		
(1-8" Line)	EB 1101+70					
	EB 1107+70		Southerly (right)			
Petroleum Pipe Line	to		X		520'	
(1-8" Line)	EB 1113+00					
		Total		550'	6240'	

Total length of 8" pipe in conflict = 550' +6240' = 6790'

State to reimburse Company $\frac{6240}{6790}$ of total cost of relocation.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN REVISED

Page 1 of ___ Pages

Section LADD CANYON and LADD CANYON - NORTH POWDER Highway OLD OREGON TRAIL (FAR 1) County UNION Prefix 631-1975

Res. Engr. ______ Approx. Length 13.2± Miles. Sta. 482± to Sta. 1190± Date 10-7-68 D

Truck A.D.T. 854 Traffic Coefficient 10.5 18 kip s.a. per day 635.1.

Frost Penetration 36"±.

Annual Precipitation 21"±

RECEIVED OCT 16 1968

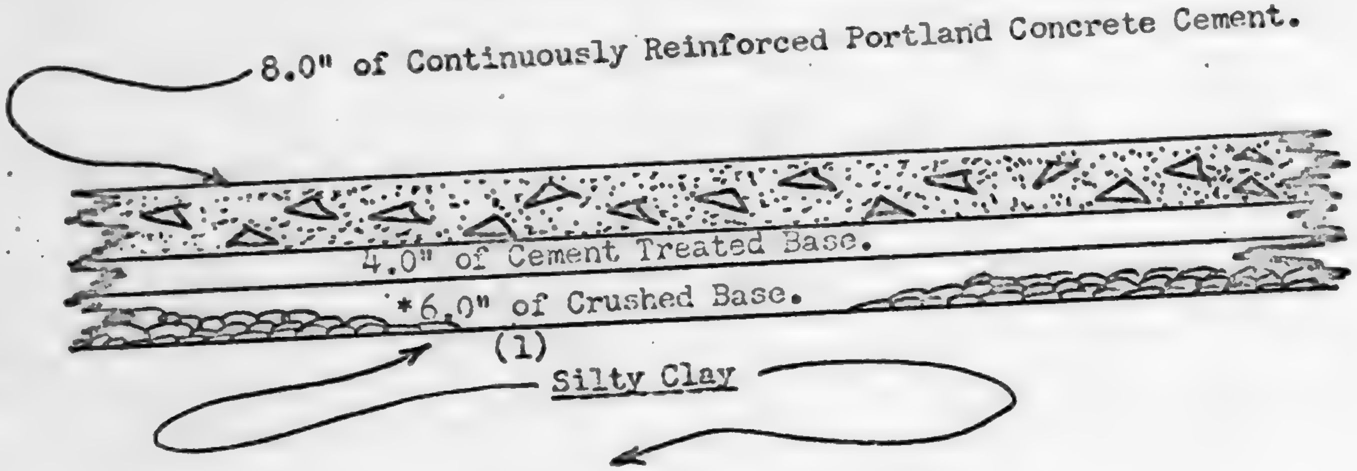
NEW WORK

(1)
Typical Soil

42	LL
15	PI
98	%P 10
86	%P200
2	%Gravel
3	%C Sand
8	%F Sand
40	%Silt
46	%Clay
8	"R" Value

AASHO CLASSIFICATION:
A-7-6 (10)

MATERIAL SOURCES:
To be determined by the Engineer.


8.0" of Continuously Reinforced Portland Concrete Cement.
4.0" of Cement Treated Base.
*6.0" of Crushed Base.
(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
7851		8.0	C.R.P.C.C.
		4.0	C.T.B.
		6.0	Cr. Base
		18.0	

See Page 3 for remarks.

Submitted by C. J. Gregg
for Staff Assistant

Recommended by
asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Consolidated Engineer~~
Rural Engineer
Construction Planning Engineer

10-7-68

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section LADD CANYON and LADD CANYON - NORTH POWDER Highway OLD OREGON TRAIL (FAR 1) County UNION Prefix 631-1975

Res. Engr. ________ Approx. Length 13.2± Miles. Sta. 482± to Sta. 1190± Date 10-7-68

Truck A.D.T. 854 Traffic Coefficient 10.5 18 kip s.a. per day 635.1.

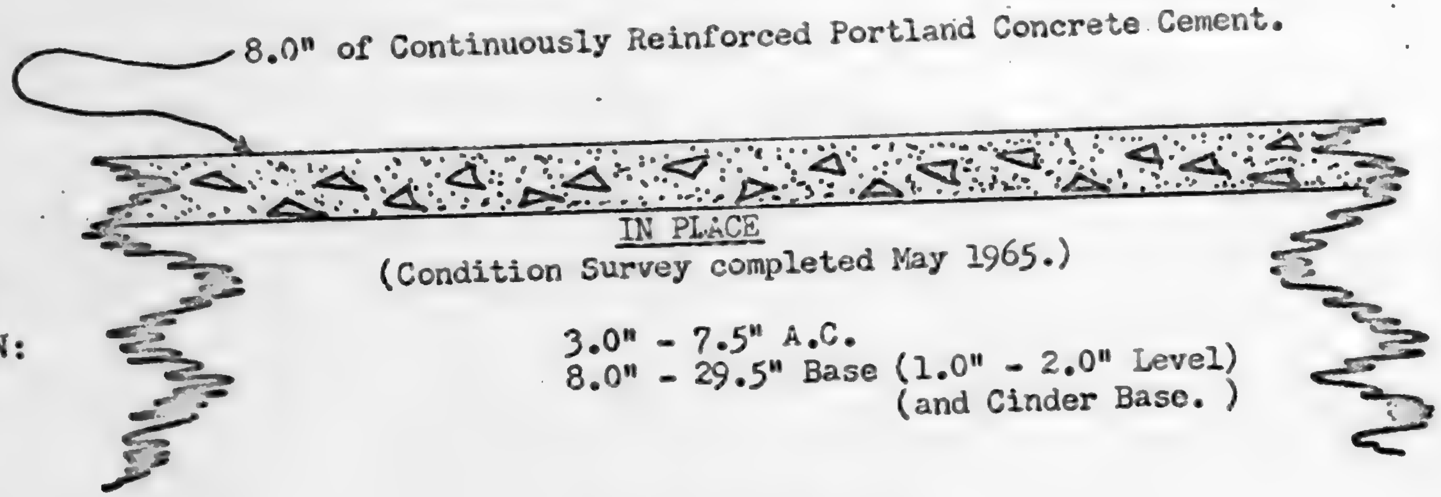
Annual Precipitation 21"± Frost Penetration 36"±.

EXISTING ROADWAY

(1)
Typical Soil
LL
See Page 1
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:



IN PLACE
(Condition Survey completed May 1965.)

3.0" - 7.5" A.C.
8.0" - 29.5" Base (1.0" - 2.0" Level)
(and Cinder Base.)

CBE Total Req.	Credit	Actual Thick.	
		8.0	C.R. [illegible].C.
		IN PLACE Average	
		4.5	A.C.
		19.5	Level and Base
		32.0	

See Page 7 for remarks.

LADD CANYON and
LADD CANYON - NORTH POWDER (FAR 1)
UNION COUNTY

"OTHER ROADS"

"R"	= 8							
TRAFFIC COEFFICIENT		A.C. XXXXXXXXXXXXXXXXXXX WEAR SURF	C.T.B.	LEVEL COURSE	CRUSHED BASE	OR L.T.S. S.S.	"CBE" TOTAL REQUIREMENT	ACTUA THICK
10.5	MAINLINE	4.0"	8.0"	- - - -	12.0"	- - - -	34.5"	24.0"
9.0 - 10.0		4.0"	6.0"	- - - -	12.0"	- - - -	31.0"	22.0"
8.0 - 9.0		3.5"	4.0"	- - - -	13.5"	- - - -	27.5"	21.0"
7.0 - 8.0		3.5"	4.0"	- - - -	10.5"	- - - -	24.5"	18.0"
6.0 - 7.0		3.0"	- - - -	2.0"	13.0"	- - - -	21.0"	18.0"
4.8 - 6.0		2.0"	- - - -	2.0"	*14.0"	- - - -	18.0"	18.0"
Cars Only		2.0"	- - - -	2.0"	*14.0"	- - - -	13.0"	18.0"

*The base course has been increased until the total surfacing thickness is equal to approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" TOTAL REQUIREMENT column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = **1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = - -" Crushed Base

**Does not apply to C.T.B. under Portland Concrete Cement.

Remarks:

The Project Base Design has been revised in order to update traffic from a design year of 1966 to 1968.

Page 4

SECTION LADD CANYON and LADD CANYON - NORT OWDER
COUNTY UNION
HIGHWAY OREGON TRAIL (FAR 1)
DATE 10-7-68

Outside Lanes x
Load Safety Factor 1.3
Subbase Depth 6.0"
k-Values: Basement 65
Compressive Strength 3950
Modulus of Rupture (M.R.) 525

Inside Lanes
"R" Value 8
C.T.B. Depth 4.0"
Subbase 80 C.T.B. 170
Total Depth P.C.C. 8.0"

8.0"
4.0"
6.0"

Credits
C.R.P.C.C. 9.0"
C.T.B. 4.0"
Cr. Base 6.0"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	380	0.72	1100	50	5
34	44.2	375	0.71	1500	95	6
32	41.6	355	0.68	3500	95	3
30	39.0	340	0.65	8000	229	3
28	36.4	325	0.62	18,000	229	1
26	33.8	310	0.59	42,000	459	1
24	31.2	290	0.55	130,000	780	1
22	28.6	270	0.51	400,000	5,691	1
20	26.0	250	- -	------	----	------
18	23.4					
			TANDEM AXLE LOADS			
50	65.0	355	0.68	3500	338	10
48	62.4	345	0.66	6000	338	6
46	59.8	330	0.63	14,000	836	6
44	57.2	320	0.61	24,000	1040	4
42	54.6	305	0.58	57,000	2218	4
40	52.0	295	0.56	100,000	2330	2
38	49.4	280	0.53	240,000	13,722	6
36	46.8	270	0.51	400,000	46,256	12
34	44.2	255	------			
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used 71

SECTION LADD CANYON and LADD CANYON - NORTH POWDER

HIGHWAY OLD OREGON TRAIL (FAR 1)

COUNTY UNION

DATE 10-7-68

Axle Load Kips	2 Axle TADT = 157		3 Axle TADT = 59		4 Axle TADT = 70		5 Axle TADT = 557		6 Axle TADT = 16		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	50			50
34							0.17	95			95
32							0.17	95	—	—	95
30							—	—	14.3	229	229
28							—	—	14.3	229	229
26	—	—			—	—	—	—	28.7	459	459
24	1.75	275	—	—	3.72	260	0.44	245	—	—	780
22	5.91	928	3.10	183	9.20	644	6.28	3498	27.4	438	5,691
20	40.4	6343	86.9	5127	202	14,140	419	233,383	60.4	966	259,959
18	128	20,096	334	19,706	611	42,770	2060	1,147,420	349	5,584	1,235,576
TANDEM AXLE											
50			0.55	32			0.55	306			338
48			0.55	32			0.55	306			338
46			—	—			1.50	836			836
44			1.10	65			1.75	975			1,040
42			1.72	101	—	—	3.80	2,117			2,218
40			1.72	101	5.66	396	3.29	1,833	—	—	2,330
38			0.62	37	9.09	636	22.6	12,588	28.8	461	13,722
36			13.8	814	12.1	847	78.3	43,613	61.4	982	46,256
34			62.7	3,699	35.4	2,478	262	145,934	62.9	1,006	153,117
32			136	8,024	145	10,150	576	320,832	272	4,352	343,358
30			61.7	3,640	164	11,480	292	162,644	462	7,392	185,156
28			61.7	3,640	164	11,480	292	162,644	462	7,392	185,156
26			61.7	3,640	164	11,480	292	162,644	462	7,392	185,156

TRAFFIC ANALYSIS

SECTION: LADD CANYON and LADD CANYON - NORTH POWDER

HIGHWAY: OLD OREGON TRAIL (FAR 1)

COUNTY: UNION

2800 Present ADT (1968)

22 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	112	1.8	202	157	450	70,650
3	42	"	76	59	1000	59,000
4	50	"	90	70	1250	87,500
5	398	"	716	557	3180	1,771,260
6	11	"	20	16	2570	41,120
				854 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 2,029,530

TWENTY YEAR EWL 40,590,600

TRAFFIC COEFFICIENT 10.5

"EXISTING ROADWAY"

The roadway at the time of the condition survey in May 1965, was in extremely poor condition. It was heavily patched, cracked across all lanes in many areas, and badly alligatored in numerous places.

In recommending a P.C.C. overlay for these units the strength properties of the existing surfacing materials were not considered to be the primary factor; rather, in order to overcome the excessive deflection created by the cinder base, a rigid slab effect was required.

SECTION: LADD CANYON and LADD CANYON - NORTH POWDER

HIGHWAY: OLD OREGON TRAIL (FAR 1)

COUNTY: UNION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: Similar type pavement in this area has not been placed long enough to establish a service record.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A cost comparison based on Average Bid Prices for 1967 for comparable strength sections as shown on Pages 1 and 2, for the C.R.P.C.C. section by about$13,000 per two lane mile, overlay included.

RECEIVED
AUG 19 1968
FOR FILING

Hwy 6, Union Co
[illegible]

County Court of Union County
La Grande, Oregon

FROM THE OFFICE OF
EARLE C. MISENER, COUNTY JUDGE

BERNAL D. HUG, COMMISSIONER
R. W. SCHAAD, COMMISSIONER

7857

August 5, 1968

RECEIVED
AUG 6 1968
ENGINEER
COUNTY & CITY DIVISION

2227

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Mainor C. Holmes

Dear Mr. Holmes:

I would like to submit this interim reply to your letter of June 21st, 1968, regarding the Ladd Canyon-North Powder section of the Old Oregon Trail Highway (State Primary Highway - No. 6)(I-80N).

The Union County Court met again with the residences of North Powder and vicinity regarding your proposal and to say the least they are not at all happy with the proposal. They feel and the Court concurs, that they are being considered as second class citizens with the proposal as it now stands. They presently have access to a paved highway (U.S. 30)(I-80N) without the inconvenience of a graveled frontage road and some other points of controversy which will be included in our reply early in September, 1968. ← WAIT!!

The citizens were so upset at the time of our hearing that the Court felt it were wise not to make any firm recommendation at that time. I asked the committee from the North Powder area to present their recommendations prior to September 4th, 1968 for the information of the Court to base an opinion and subsequently make a recommendation.

As the final decision and subsequent construction will be permanent to that area, we must not be too hasty in our recommendation as we may be sorry for it at a later date.

Your continued patience and cooperation on this matter is appreciated very much by the Court.

Sincerely,

Earle C. Misener
County Judge

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ECM/mo
Klaboe - Morgan - Parson (for your info)

FORM E-623X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
~~[illegible], MEMBER~~
~~PORTLAND~~
Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
26 1968

June 21, 1968

Union County Court
Courthouse
La Grande, Oregon 97850

Attention Hon. Earle C. Misener, Judge

Gentlemen:

Herewith for your consideration are four copies of an agreement concerning the construction of the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway, State Primary Highway No. 6 (I-80N), in Union County. The Court is requested to execute three copies of the agreement, retaining the fourth copy for your files, and returning the three signed copies to this office for presentation to the Highway Commission. After approval and certification by the Highway Commission Secretary, a fully executed copy will be returned for your permanent files and records.

The State will construct the facility, including the interchanges, frontage roads and county road connections, approximately as shown on the exhibit map. Upon completion of the proposed construction, the County will assume all State's right, title, interest, maintenance, jurisdiction, and control of those portions of roads lying outside the access control limits of the throughway; however, those portions within the access control area shall be retained by State.

We trust this agreement will meet with the Court's approval and appreciate your interest and cooperation in this matter. If we can be of further assistance concerning this, or any other matter, please feel free to call.

Mr. Prange and I enjoyed our recent stay in your county and I, personally, was grateful for the opportunity of viewing your county road system and being able to see so much of your wonderfully scenic county.

NOTED
F. B. KLABOE

Very truly yours,

H. S. Cox
County and City Division

Mainor C. Holmes
By: Mainor C. Holmes
Engineering Assistant

bc F. B. Klaboe
F. D. Morgan
A. F. Parson (w/attach)

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MCH:eb
Enc.

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Corr
R/W
Old Ore Tr

February 28, 1968

2227

Mr. J. Val Toronto, P.E.
J. Val Toronto & Associates
25 S.E. Dorion Avenue
Pendleton, Oregon 97801

Subj: Ladd Canyon-North Powder Section
Old Oregon Trail Highway
Union County

Dear Mr. Toronto:

Herewith, as requested by letter dated February 20, a copy of our preliminary layout sheet for the North Powder Interchange.

The design as enclosed is basically what is planned for future construction. You will note that the lane center lines are planned for 130 feet instead of as drawn at 100 feet. To have a correct drawing, the easterly half of the interchange drawing has to be moved 30 feet easterly. It is hoped this will be of value in your planning even though it is preliminary and subject to change.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.D. Morgan

F.D. Morgan
Construction Engineer

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Attach.

DNS:jp

cc: F.B. Klaboe
V.D. Wolfe

7858 N.E. 122nd Ave.-Idaho State Line 1972
Sec. of Col. R. & Old Ore. Tr. Hwys.
(Signing)

7858

Highway Safety Contractors
P. O. Box 255
481 E. Wiser Lake Road
LYNDEN, WASHINGTON 98264
Ph. (206) 354-4329

Oct. 2, 1974

Oregon State Highway Division
Attn: Cecil Head
121 State Highway Bldg.
Salem, Oregon 97310

Re: Contract # 7858 -Signing N.E. 122nd Ave.
to Idaho State Line.
Subject: Coral Corp. Claim

Dear Mr. Head:

I hereby deny any claims for monies made by Coral Corporation on the above mentioned contract.

Thank you,

MRPullig

Morris R. Pullig
Owner
MRP:ssp

CC: Bob MC Gibbon

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7858

September 23, 1974

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: James B. Irving, President

Gentlemen:

Your letter of September 18, 1974, was received in today's mail advising us that Highway Safety Contractors, Inc. owes you $114 for signs and attaching hardware. From the description given in your letter, this appears to be in reference to the Highway Safety Contractors Contract No. 7858 sign revision, N.E. 122nd Avenue-Idaho State Line Section.

The American Fidelity Fire Insurance Company furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it.

Your claim is being forwarded to the Secretary of State today and we will advise all interested parties of your claim.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Highway Safety Contractors
481 E. Wiser Lake Rd.
Lynden, WA 98264

American Fidelity Fire Insurance Co.
100 Crossways Park
Westbury, NY 11797

J. C. Beeson
Central Building
810 3rd
Seattle, WA 98104

Secretary of State
121 State Capitol Bldg.
Salem, OR 97310

Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Noted on Card RW

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

September 18, 1974

Oregon State Highway Division
121 State Highway Division
Salem, OR 97310

ATTN: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for signs and attaching hardware on Oregon State Highway Division Contract No. 7858, NE 122ND AVENUE-IDAHO STATE LINE in the sum of One Hundred Fourteen and no/hundreth Dollars ($114.00) against the bond taken from Highway Safety Contractors, Inc. and the American Fidelity Fire Insurance Company, 250 Central Bldg., 810 3rd Street, Seattle, Washington 98104 for the work of Oregon State Highway Division Contract No. 5858, NE 122nd Avenue-Idaho State Line.

CORAL CORPORATION

By James B. Irving
James B. Irving, President

CC: Highway Safety Contractors
The American Fidelity Fire Insurance Co.

RECEIVED
SEP 23 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

#7858

STATE COPY

U.S. RTMENT OF TRANSPORTATION
FE. HIGHWAY ADMINISTRATION

CC: Wash DC (HHO-32)
OSHD (Coulter)
Area Engr (Nichols)

[illegible]

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 8	COUNTY 9 Counties	DIVISION Oregon
DATE OF REPORT 8-12-74	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-1(37)08 (See Below*)
COMPLETION DATE 1-6-74	ACCEPTANCE DATE BY CONTRACT AGENCY 3-21-74	TIME ELAPSED 97 %	CONTRACT TIME 150 CD
APPROVED EXTENSIONS None	LOCATION I-80N from N.E. 122nd Ave. in Portland to Idaho State Line		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
AUG 12 1974
Washington

* I-80N-2(52)28
I-80N-3(63)62
I-80N-4(25)122
I-80N-5(40)145
I-80N-6(56)233
I-80N-7(41)293
I-80N-8(26)372

8-13-74
cy Const.

RECEIVED
AUG 13 1974
Office of
Assistant State Highway Engineer

NOTED
H. Q. COULTER

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original signed by R. A. NICHOLS	SIGNATURE Original signed by G. K. Hossner Dist. Engineer
TITLE	DATE AUG 12 1974

TITLE	DATE AUG 12 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7858

August 1, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
Nos. I-80N-1(37)08,
I-80N-2(52)28,
I-80N-3(63)62,
I-80N-4(25)122,
I-80N-5(40)145,
I-80N-6(56)233,
I-80N-7(41)293 &
I-80N-8(26)372

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7858, Work Completed January 6, 1974

Project N.E. 122nd Ave.-Idaho State Line

Highways Columbia River and Old Oregon Trail

Counties Multnomah, Hood River, Wasco, Sherman, Gilliam,
Morrow, Umatilla, Union and Baker

Acceptance: State Highway Commission March 21, 1974
Federal Highway Administration February 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor's Wage Certification

JK:pr

cc: L. W. Rulien

7858

April 2, 1974

American Fidelity Fire Insurance Co.
Attention: J. C. Beeson
250 Central Building
810 3rd
Seattle, WA 98104

Gentlemen:

On March 25, 1974, we wrote to you concerning release of final payment on Contract No. 7858 awarded to Highway Safety Contractors for work on the N.E. 122nd Avenue-Idaho State Line Section of the Columbia River Highway and Old Oregon Trail in Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union and Baker Counties.

Final payment on this contract is $1,826.92 and the total contract amount is $37,064.97 including $526.77 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Highway Safety Contractors
481 E. Wiser Lake Rd.
Lynden, WA 98264

American Fidelity Fire Insurance Co.
100 Crossways Park West
Woodbury, NY 11797

bc: C. T. Kassey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
E. L. Hardt
Carl Williams
W. E. Schwartz

3-22-74

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 21, 1974, I accepted the following:

Contract No. 7853, Work Completed Nov. 16, 1973

Project Jessie M. Honeyman State Park

Highway - - - County Lane

Type of Work Toilet Building

Contractor Martin D. Andruss

Contract No. 7858, Work Completed Jan. 6, 1974

Project N.E. 122nd Ave.-Idaho State Line

Highway Columbia River-Old Ore. Trail County 9 Counties

Type of Work Sign Revisions

Contractor Highway Safety Contractors

F.B. Klaboe
Administrator & State Highway Engineer

7258

STATE COPY 5

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr

2-5-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 7	COUNTY 9 Counties	DIVISION Oregon
DATE OF INSPECTION 2-5-74	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-1(37)08
IN COMPANY WITH Bud VanCleave, Resident Engineer, OSHD (field inspection 12-17-73)			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 97 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
FEB 11 1974
REGIONAL OFFICE

N.E. 122ND AVENUE-IDAHO STATE LINE SECTION
Signing Revisions

A semi-final inspection was conducted on December 17, 1973, at which time all of the signs had been installed and the only work that remained was some minor touchup painting on the wood posts and minor cleanup work. The contract work was then substantially completed in conformance with the approved plans and specifications on January 6, 1974. The contract underrun approximately 2.1%.

The problem with the defective signs was cleared up. 3M Corporation has manufactured all of the "Wrong Way Do Not Enter" signs on aluminum backs in their St. Paul, Minnesota plant. They have also supplied all of the hardware for the sign installations at no cost to the State. 3M has reimbursed highway safety for the removal of the rejected signs and reinstallation of new signs. They have also reimbursed the subcontractor, Coral Corp., for the signs that were originally manufactured at their plant in Portland.

The contractor was issued a stop work order effective August 10, 1973. The contractor resumed work on the sign replacement on November 26, 1973. The contractor was not charged workdays for the replacement signing; however, his time was started effective December 12, 1973 when he started work in the area that had no signs placed originally.

The materials reports were reviewed as the project progressed and were found to be satisfactory.

The final report will be submitted upon submittal of the required supporting documents.

FEB 12 1974
Office of
Assistant State Highway Engineer
2-12-74

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 11 '74
REFER TO
FOR
Info
Wves
R/D
D/R
Sign
Act
File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

5

7858

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Federal-aid Project
Nos. 8 Projects
I-80N-1(37)08
I-80N-2(52)28
I-80N-3(63)62
I-80N-4(25)122
I-80N-5(40)145
I-80N-6(56)233
I-80N-7(41)293
I-80N-8(26)372

Contract 7858, Work Completed January 6, 1974

Project N.E. 122nd Ave. - Idaho State Line

Highway Columbia River; Old Oregon Trail

Counties 9 Counties

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 5, 1974

Conditions not acceptable: None

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer.

for Malach
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
FEB 11 74
REFER TO
FOR

Info	[illegible]	[illegible]	DIR	Sign	Act	File

cc: ✓F. B. Klaboe
L. H. Young

2-12-74
cy Const.

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7858

5

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 122nd Ave.-Idaho State Line.		WEEK ENDING: January 18, 1974
		SECTION PREFIX: 626-1093
	HIGHWAY: Columbia River & Old Oregon Trail	COUNTY: (9) Counties
NAME OF JOB: N.E. 122nd Ave.-Idaho State Line	KIND OF WORK: Sign Revisions	
CONTRACTOR: Highway Safety Contractors	CONTRACT NUMBER: 7858	FEDERAL AID PROJECT NUMBER: (8) Projects
DATE OF CONTRACT: December 29, 1972	DATE WORK STARTED: April 6, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 145.5
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 97.0
PROJECT AUTHORIZATION: $ 74,261.72		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
EXCLUSIVE OF ENGINEERING: $ 67,775.98	ENGINEERING AUTHORIZATION: $ 6,485.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107.3
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,364.86	ENGINEERING COST TO DATE: $ 13,284.99	DATE PROJECT WAS COMPLETED: January 6, 1974
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.1 %	This week 0.00 PERCENT OF AUTHORIZATION 204.8 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				RECEIVED
TUESDAY				Bond Jackmond
WEDNESDAY				Hunt 9/18
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS OF WORK:
Project completed January 6, 1974.
Semi-final will be submitted upon receipt of certifications from contractor.

SIGNED LOCATION Pendleton
H. N. Van Cleave, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7858 5

OREGON STATE
HIGHWAY DEPARTMENT
La Grande, Oregon 97850
July 6,1973

SUBJECT: N.E. 122nd Ave.-Idaho State Line
Contract No. 7858
Sign Revisions
Acceptance of "High Intensity"
Scotchlite Signs

Highway Safety Contractors
P.O. Box 255
Lynden, Washington 98264

BSM

The "High Intensity" type "EE" signs, which were re-cooked by your supplier, Coral Corporation, have been conditionally accepted.

The 3M Company has written a 10 year warranty covering these particular signs. I am requesting that you deliver to this office the original signed warranty from the 3M Company.

In view of the fact that these signs have been conditionally accepted, calendar day charges will commence at 8:00 AM, P.D.T., Thursday, July 12, 1973.

H. N. Van Cleave
Resident Bridge Engineer
BY: Alva D. Vohland
Alva D. Vohland
Asst. Res. Br. Eng.

HNV/jfl
cc: C. T. Keasey
H. S. Coulter ✓
L. E. George
Don Beecroft
W. E. Schwartz
file

RECEIVED
JUL 9 1973
Office of
Assistant State Highway Engineer

7858

NOTED
R. S. COULTER

FORM E-30 (REV. 10-69)

Isabel
Send a copy of this letter to Jim Gelk
7-2-73
ey

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1973

SUBJECT: Acceptance of "High Intensity" Scotchlite Signs N.E. 122nd Ave.-Idaho State Line Section, I-80N, Contract No. 7858

To:
W. E. Schwartz
Region Engineer
P.O. Box 850
LaGrande, OR 97850

The High Intensity Signing on the subject contract has been under advisement for some considerable time due to problems with adherence of the laminations making up the sign faces, and the "blotchy" appearance on some signs when subjected to our adopted reflectivity test for "engineering grade" reflectorized sheeting.

The adherence problem, which resulted in bubbles or blisters in the sign surface, has apparently been solved by "re-cooking" the heat-sensitive sign face material to the proper time and temperature.

The "blotchy" appearance, however, is another breed of cats. Nowhere in our present specifications do we specify that these signs shall exhibit "uniform reflectivity", although an engineering grade reflective sheeting would be rejected if it showed this blotchyness under the test procedure agreed upon between the 3-M Company and the State a number of years ago.

These signs appear to perform satisfactorily when viewed with standard automobile headlights, and in view of the fact that we do not now have any specifications or test procedures which would provide cause for rejection, it is our opinion that the signs should be accepted for this project.

I have discussed this problem with L. E. George and requested that he collaborate with the Materials Section in developing specifications and a test procedure for this material.

The "re-cooking" of the signs, which apparently has solved the delamination or wrinkling problem of the sign faces, is being covered by a 10 year warranty from 3-M Company on a pro rata cost basis. This warranty, under which the signs shall perform effectively for the 10 year period, appears to be satisfactory and a copy is attached for your information.

RECEIVED
JUL 2 1973
Office of
Assistant State Highway Engineer

Please note that the month and year of installation must be placed on the signs, and also that the signs shall be properly cleaned during their field life in accordance with current published instructions of the 3-M Company.

In accepting these signs, please be sure that we get the original signed warranty for retention in our files.

Keasey
C. T. Keasey
Construction Engineer

CTK:fr

Attachments

cc: H. S. Coulter (w/att.)
L. E. George "
Don Beecroft "

PROPOSED STATEMENT
FOR STATE OF OREGON
EFFECTIVE PERFORMANCE LIFE OF SIGNS MADE OF "SCOTCHLITE" BRAND REFLECTIVE SHEETING HIGH INTENSITY GRADE MOUNTED ON HIGH DENSITY OVERLAID PLYWOOD

Signs supplied to the State of Oregon,

325	48 x 48	Do Not Enter
8	30 x 30	Do Not Enter
55	42 x 30	Wrong Way

under contract for I-80-N Contract #7858 - Prefix 626-1093 covering sign revisions in the section from NE 122nd Ave. to Idaho state line, from the Coral Corporation of Gladstone, Oregon; manufactured from "SCOTCHLITE" Brand Reflective Sheeting High Intensity Grade No. 2870 Silver, with screen processed red legend, of "SCOTCHLITE" Brand Screen Process Color, 812 Red; and processed sheeting applied to high density black overlaid plywood; shall be warranted by the sheeting manufacturer to perform effectively for 10 years on a pro rata cost basis.

I. Signs shall be properly cleaned during their field life in accordance with current published instructions of the 3M Company.

II. Signs shall be dated as to the month and year at time of installation.

III. The reflective sheeting on the signs shall initially meet the State of Oregon requirements for the reflective sheeting grade as outlined in the invitation to bid. The signs listed, that were properly installed, exposed, and cleaned after exposure, shall be considered as performing effectively for the number of years specified below when the sheeting or faces have not deteriorated due to natural causes, to the extent that (1) the materials are ineffective for their intended purpose when viewed from a vehicle, or (2) the average nighttime reflective brightness is less than that specified in Table I.

TABLE I

"SCOTCHLITE" Brand Reflective Sheeting	Sheeting, Screen Processed with "SCOTCHLITE" Brand Transparent Colors	Clear Coat	Yrs. Eff. Perf. Life	Retained Average Min. Brightness, cp/ft. c./sq. ft. at 0.2° Divergence -4° incidence*
2870	---	--	10	155.0
2870	812 Traff. Signs Red	Yes	10	-----

*Initial and retained candlepower requirements for transparent colors applied over reflective sheeting are not part of this effective performance life statement due to variables in transparent color application processes.

SMLeahy

Dr. S. M. Leahy
Technical Director
Traffic Control Products Division

3M Company
St. Paul, Minnesota
May 23, 1973

SBA 158 (5.3.0)

PROPOSED STATEMENT
FOR STATE OF OREGON
EFFECTIVE PERFORMANCE LIFE OF SIGNS MADE OF "SCOTCHLITE" BRAND REFLECTIVE SHEETING HIGH INTENSITY GRADE MOUNTED ON HIGH DENSITY OVERLAID PLYWOOD

Signs supplied to the State of Oregon,

325	48 x 48	Do Not Enter
8	30 x 30	Do Not Enter
55	42 x 30	Wrong Way

under contract for I-80-N Contract #7858 - Prefix 626-1093 covering sign revisions in the section from NE 122nd Ave. to Idaho state line, from the Coral Corporation of Gladstone, Oregon; manufactured from "SCOTCHLITE" Brand Reflective Sheeting High Intensity Grade No. 2870 Silver, with screen processed red legend, of "SCOTCHLITE" Brand Screen Process Color, 812 Red; and processed sheeting applied to high density black overlaid plywood; shall be warranted by the sheeting manufacturer to perform effectively for 10 years on a pro rata cost basis.

I. Signs shall be properly cleaned during their field life in accordance with current published instructions of the 3M Company.

II. Signs shall be dated as to the month and year at time of installation.

III. The reflective sheeting on the signs shall initially meet the State of Oregon requirements for the reflective sheeting grade as outlined in the invitation to bid. The signs listed, that were properly installed, exposed, and cleaned after exposure, shall be considered as performing effectively for the number of years specified below when the sheeting or faces have not deteriorated due to natural causes, to the extent that (1) the materials are ineffective for their intended purpose when viewed from a vehicle, or (2) the average nighttime reflective brightness is less than that specified in Table I.

TABLE I

"SCOTCHLITE" Brand Reflective Sheeting	Sheeting, Screen Processed with "SCOTCHLITE" Brand Transparent Colors	Clear Coat	Yrs. Eff. Perf. Life	Retained Average Min. Brightness, cp/ft. c./sq. ft. at 0.2° Divergence -4° incidence*
2870	---	--	10	155.0
2870	812 Traff. Signs Red	Yes	10	-----

*Initial and retained candlepower requirements for transparent colors applied over reflective sheeting are not part of this effective performance life statement due to variables in transparent color application processes.

S M Leahy
Dr. S. M. Leahy
Technical Director
Traffic Control Products Division

3M Company
St. Paul, Minnesota
May 23, 1973

SBA 158 (5.3.0)

7858

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
June 20, 1973

SUBJECT: N. E. 122nd Ave.-Idaho State Line
Contract #7858

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

As you know, the signs for the subject project have been inspected and their quality questioned by people from the Materials Section. These signs are Type EE and utilize a high-intensity reflectorized sheeting that is new to us. They were inspected in the light of a 150 watt bulb mounted in a 10-inch reflector at 50 feet, which is the standard we adopted several years ago for conventional reflectorized sheeting.

The signs, under this condition, appear blotchy; that is, the reflectivity of the sign face is not uniform. The blotchiness is reduced with increased distance and is reduced even more when viewed in the light of headlights. The sign message is legible and would surely serve its purpose.

Our specifications do not use the words "uniform reflectivity", but we have expected it of engineering grade reflectorized sheeting and can see no justification for relaxing this criterion when we go to a more expensive, high-performance sheeting.

Another factor that we know concerns you is the fact that these signs were "cooked" a second time, because, according to 3M people, insufficient heat was applied the first time to complete the process of bonding the laminations that make up the sign face. This problem showed up in the form of bubbles or blisters on the sign faces almost immediately after the signs were removed from the shop. The reprocessing did remove the blisters but we do not know if it is a permanent cure or if the life of the signs might be adversely affected.

In the interest of getting the signs up and completing the contract, Mr. VanCleeve has recommended that the signs be accepted at contract prices with a one year guarantee covering labor and materials for complete replacement. This guarantee could be

RECEIVED
JUN 21 1973
Office of
Assistant State Highway Engineer

administered by Mr. VanCleave rather than the many maintenance districts that would normally be involved.

It would have to state exactly what is expected of the signs during that year. If the blotches do not clear up, or if the blisters re-appear, or if any other defects show up the affected signs would be replaced at no cost to the state.

If such a guarantee could be negotiated, we would favor it. It is felt that acceptance at a reduced price would weaken our position regarding the guarantee and so should be avoided.

JOHN C. JENKINS
Engineer of Materials & Research

By

D. E. Beecroft

D. E. BEECROFT
Structural Quality Control Engineer

DEB:eb

cc: H. S. Coulter
E. J. Rief
H. N. VanCleave

7857 STATE COPY 5

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

4-23-73

cst

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County 9 Counties	Division Oregon
Date of Inspection 4-19&23-73	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. *See below I-80N-1(37)0

In Company With
Bud VanCleave, Res Engr, OSHD; K. L. Almquist, Highway Engr Trainee, FHWA.

Location
I-80N from N. E. 122nd Ave. in Portland to Idaho State Line

Contractor Name and Address
Highway Safety

Award Date 12-20-72	Contract Amount $63,057.40	Time Allowed 150	Time Started 1-11-73	Work Started 4-6-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 65.7 %	Work Completed 23.3	

Roadbed (Width) N/A (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Signing	Y002					N/A		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

*I-80N-2(52)28
I-80N-3(63)62
I-80N-4(25)122
I-80N-5(40)145
I-80N-6(56)233
I-80N-7(41)293
I-80N-8(26)372

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

5-2-73
Co. with
cy. [illegible]

MAY 01 1973
REGIONAL OFFICE

NOTED
H.S. COULTER

N. E. 122ND AVENUE-IDAHO STATE LINE SECTION
Sign Revisions

The work under this contract provided for the installation and/or moving of type "E" and "EE" signs at various locations on I-80N from MP 9.0 to 378.0.

Of the signs installed from MP 16 to MP 43, 11 of the first 26 signs had separations in the laminations. The State issued the contractor a stop work order on April 19 until such time as the problem is corrected. On April 23 a meeting was held with the suppliers, 3M Co. and Coral Corp., the contractor, State and FHWA. At that time one good sign and one failing sign were sent back to the 3M Co. lab for analysis. Results will be given at a meeting scheduled with the above parties on April 30.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7858

February 9, 1973

Highway Safety Contractors
481 E. Wiser Lake Road
Lynden, Washington 98264

Gentlemen

This is to acknowledge receipt of your assignment dated February 8, 1973, in connection with your Contract No. 7858 for sign revisions on N.E. 122nd Avenue-Idaho State Line Section in nine counties.

Your assignment states that you direct the Oregon State Highway Commission to pay directly to Coral Corporation for delivery of materials by Coral Corporation to you (Highway Safety Contractors) for the performance and completion of the contract; payment for said material invoices will be deemed payment to the undersigned on the contract. All invoices for materials delivered will be based on the material quotation attached to this assignment.

We note that Mr. William E. Harriman, Attorney in Fact for the American Fidelity Fire Insurance Company, has approved direct payment to the material supplier.

Our Chief Counsel, Mr. Leonard Lindas, has approved this document as to form. As requested, payments will be made to Coral Corporation as outlined in the assignment form.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc American Fidelity Fire Insurance Company
    Attn William E. Harriman
  Coral Corporation
bc L. I. Lindas
  V. E. Skoog

Noted on card DR

MATERIAL QUOTATION

Coral Corporation

NEW PHONE:
655-6351

NO.	DATE	BIDS OPEN	PLEASE REFER ALL INQUIRIES CONCERNING THIS QUOTATION TO:
	1/10/73		(503) 656-0601 James B. Irving

BY: JBI

TERMS: See note

ATION TO:

Mr. Morris Pullig
Highway Safety Contractors
P. O. Box 255
Lynden, WA 98264

PROJECT: N.E. 122nd Ave. - Idaho State Line
Oregon State Higiway Department

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	Special Sign Brackets w/bolts, nuts and washers	ea.	85	7.40	629.00
2	Type EE Signs including lag screws and washers	s.f.	5520	4.75	26,220.00
					26,349.00
3	Material to reinstall existing signs				
	Top and bottom mounting extrusions	l.f.	as required	0.50	
	Colored Rivats	M	as required	35.00	
	Strap brackets for 4 x 6 wood posts	pair	as required	3.50	
4	Extra 3/8 x 3" lag screws w SS neoprene washers	ea.	as required	0.15	
	NOTE: Terms. Payment to be arranged direct from Oregon State Highway Department (Assignment) or as otherwise mutually agreed.				

ABOVE PRICES QUOTED FOR IMMEDIATE ACCEPTANCE UNLESS OTHERWISE STATED; APPLY ONLY TO PROJECT SPECIFIED.

MATERIALS QUOTED ABOVE ARE F.O.B.: Gladstone, Oregon

ACCEPTED, subject to being awarded contract:

By MR Pullig Date 2/7/73

CORAL CORPORATION

By JB Irving

Title President

Quotation issued: January 13, 1973

12/72-300

WHEREAS, the undersigned, Highway Safety Contractors, has entered into a contract with the Oregon State Highway Commission, No. 7858, for "Signing" Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Baker and Malheur Counties, along the Columbia River and Old Oregon Trail Highway from N. E.122nd Avenue to the Idaho State border; Now, Therefore,

The undersigned hereby directs the Oregon State Highway Commission to pay directly to Coral Corporation for delivery of materials by Coral Corporation to the undersigned for the performance and completion of said contract above described; payment for said material invoices will be deemed payment to the undersigned on the contract above described. All invoices for materials delivered will be based on the material quotation attached hereto and made a part hereof.

Done and Dated this 8TH day of ~~January~~ FEB, 1973.

HIGHWAY SAFETY CONTRACTORS

By Morris R. Pullig

We hereby agree to make invoice payments to Coral Corporation as directed by Highway Safety Contractors above.

Dated this 8th day of February, 1973.

OREGON STATE HIGHWAY COMMISSION

7858

January 29, 1973

CERTIFIED MAIL
Highway Safety Contractors
481 E. Wiser Lake Road
Lynden, Washington 98264

Gentlemen:

Your Contract No. 7858 for sign revisions on N.E. 122nd Avenue-Idaho State Line Section of Columbia River Highway and Old Oregon Trail has been fully executed.

We are returning your Cashier's Check No. 10729 in the amount of $6,312, which you submitted with your proposal on December 21, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Encl.

cc V. E. Skoog
Attn: John Herr

7858

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 29, 1973

Highway Safety Contractors
481 E. Wiser Lake Road
Lynden, Washington 98264

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7858 for sign revisions on N. E. 122nd Avenue-Idaho State Line Section of the Columbia River Highway and Old Oregon Trail.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc American Fidelity Fire Ins. Co.
100 Crossways Park West
Westbury, New York 11797

William E. Harriman
Central Building
810 3rd
Seattle, Washington 98104

L. H. Young Attn: Vince Gallagher
C. T. Keasey
Walt Hart
L. W. Rulien
J. F. Putnam
W. E. Schwartz
H. N. Van Cleave

5

Files

OREGON STATE
HIGHWAY DIVISION

7858

HIGHWAY BUILDING • SALEM, OREGON • 97310

16

RECEIVED
JAN 15 1973
J. C. BEESON, INC.

January ~~12~~ 15, 1973

Able Bonding Company
Central Building
810 3rd
Seattle, Washington 98104

Attention: William E. Harriman

Gentlemen:

On Contract No. 7858 for $63,057.40 awarded to Morris R. Pullig dba Highway Safety Contractors, the State Insurance Department has notified us that they cannot approve William E. Harriman signing as Attorney-in-Fact for your company as his Power of Attorney is limited to $50,000.

You may increase the Power of Attorney for William E. Harriman by proper filing with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310.

If that is not feasible, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

C. W. Head
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

cc Morris R. Pullig
dba Highway Safety Contractors
481 East Wiser Lake Road
Lynden, Washington 98264

RECEIVED
JAN 2[illegible] 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

1/15/73

Attached to the two above mentioned contracts find Power of Attorney not to exceed $200,000.00 which should be satisfactory to your office. Thabk you. If you will check your office, I am sure you will find this one on file also--if not, please see that it gets filed.

ABLE BONDING CENTER

W E Harriman

W. E. Harriman

cc: Morris R. Pullig, Highway Safety Cont.

7258

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-14	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-11-73	TE Oregon
		COUNTY Multnomah
PROJECT REPORT NO. 3		PROJECT NO. I-80N-1(37)08 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 122nd Ave. (Portland) east 7.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 4,280	FEDERAL FUNDS $ 3,949

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By ____________________
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
for G. L. Green (Division Engineer)

Date executed by Division Engineer 1-11-73

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-1(37)08 Safety

122ND AVE. INTERCHANGE-SUNDIAL INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, January 3, 1973

Project Agreement Estimate.

Type Code Y002
Signing (MP 10 to MP 17 Straight-Line MPs)

Temporary Protection and Direction of Traffic	All Required (7%)		$ 259.00
Removal of Existing Sign Installations	All Required (7%)		91.00
Painted Wood Sign Posts	All Required (6%)		1,367.10
Special Sign Brackets	7 only	15.00	105.00
Type "EE" Signs in Place	314 sq.ft.	5.62	1,764.68
Moving Existing Type "E" Signs	All Required (6%)		178.50
			$ 3,765.28

Additional Item

Flagging	All Required (7%)	$ 126.00
	Subtotal	$ 3,891.28
	10% Engr. & Cont.	388.72
	Total	$ 4,280.00

Length of Project - - - 0.00 mile

Federal Funds -	$ 3,949.00
State Funds -	331.00
Total	$ 4,280.00

Group 1 - 14%

Contract 7858

Prefix: 626-1093

- 7.858

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1 - 17	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Gilliam
PROJECT REPORT NO. 3	1-11-73	PROJECT NO. I-80N-4(25)122 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Quinton Interchange E. 25 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,263.00	$ 3,933.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green
Date executed by Division Engineer 1-11-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-4(25)122 Safety

QUINTON INT.-HEPPNER INT. SECTION

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon, January 4, 1973

Project Agreement Estimate

Type Code Y002
Signing (MP 123 to MP 147 Straight Line MPs)

Temporary Protection and Direction of Traffic	All Required (7%)		$ 259.00
Removal of Existing Sign Installations	All Required (7%)		91.00
Painted Wood Sign Posts	All Required (6%)		1,367.10
Special Sign Brackets	7 only	15.00	105.00
Type "EE" Signs in Place	306 sq.ft.	5.62	1,719.72
Moving Existing Type "E" Signs	All Required (7%)		208.25
			$3,750.07

Additional Item

Flagging	All Required (7%)	$ 126.00
	Subtotal	$3,876.07
	10% Engr. & Cont.	386.93
	Total	$4,263.00

Length of Project 0.00 miles

Federal Funds -	$3,933.00
State Funds -	330.00
Total	$4,263.00

Group 1 - 16%

Contract - 7858

Prefix - 611-1075

7858

STATE COPY

Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 1-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-11-73	COUNTY Hood River, Wasco and Sherman PROJECT NO. I-80N-3(63)62 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N East Hood River Interchange E. 51 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,901.00	$ 13,749.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Date executed by Division Engineer 1-11-73

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. I-80N-3(63)62 Safety

Oregon State Highway Division

E. HOOD RIVER INTCHGE.-JOHN DAY RIVER SECTION

COLUMBIA RIVER HWY. IN HOOD RIVER, WASCO AND SHERMAN COUNTIES

Salem, Oregon, January 4, 1973

Project Agreement Estimate

Type Code Y002
Signing (MP 64 to MP 114 Straight Line MPs)

Temporary Protection and Direction of Traffic	All Required (21%)		$ 777.00
Removal of Existing Sign Installations	All Required (20%)		260.00
Painted Wood Sign Posts	All Required (20%)		4,557.00
Special Sign Brackets	22 only	15.00	330.00
Type "EE" Signs in Place	1,178 sq.ft.	5.62	6,620.36
Moving Existing Type "E" Signs	All Required (21%)		624.75
			$13,169.11

Additional Item

Flagging	All Required (21%)	$ 378.00
	Subtotal	$13,547.11
	10% Engr. & Cont.	1,353.89
	Total	$14,901.00

Length of Project - - - 0.00 miles

Federal Funds -	$13,749.00
State Funds -	1,152.00
Total	$14,901.00

Group 3-48%

Contract 7858

Prefix 626-1093

7252

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-15	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-11-73	TE **Oregon**
		COUNTY **Multnomah - Hood River**
PROJECT REPORT NO. 3		PROJECT NO. **I-80N-2(52)28 Safety**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Multnomah Falls Interchange E. Approx. 33 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	**11-29-72**	**0.0**
OTHER *(Specify)*		

FUNDS **Pro Rata 92.27%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ **12,033.00**	$ **11,102.00**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By
G. L. Green (Division Engineer)

Date executed by Division Engineer 1-11-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-2(52)28 Safety

MULTNOMAH FALLS INTCHGE.-2ND ST. (HOOD RIVER) INTCHGE. SECTION

COLUMBIA RIVER HWY. IN MULTNOMAH AND HOOD RIVER COUNTIES

Salem, Oregon, January 4, 1973

Project Agreement Estimate.

Type Code Y002
Signing (MP 31 to MP 63 Straight-Line MPs)

Temporary Protection and Direction of Traffic	All Required (17%)		$ 629.00
Removal of Existing Sign Installations	All Required (17%)		221.00
Painted Wood Sign Posts	All Required (17%)		3,873.45
Special Sign Brackets	11 only	15.00	165.00
Type "EE" Signs in Place	927 sq.ft.	5.62	5,209.74
Moving Existing Type "E" Signs	All Required (18%)		535.50
			$10,633.69

Additional Item

Flagging	All Required (17%)	$ 306.00
	Subtotal	$10,939.69
	10% Engr. & Cont.	1,093.31
	Total	$12,033.00

Length of Project - - - 0.00 mile

Federal Funds -	$11,102.00
State Funds -	931.00
Total	$12,033.00

Group 2 - 38%

Contract 7858

Prefix: 626-1093

7858

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-20	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 1-11-73	COUNTY **Baker**
PROJECT REPORT NO. 3		PROJECT NO. **I-80N-7(41)293 Safety**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 8.0 Mi. SE North Powder SE 59.0 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS **Pro Rata 92.27%**

ESTIMATED TOTAL COST OF PROJECT $ **11,997**	FEDERAL FUNDS $ **11,069**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By
G. L. Green (Division Engineer)

Date executed by Division Engineer 1-11-73

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. I-80N-7(41)293 Safety

Oregon State Highway Division

BAKER VALLEY REST AREA-BENSON CREEK INTCHGE. SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, January 4, 1973

Project Agreement Estimate.

Type Code Y002
Signing (MP 295 to MP 353 Straight-Line MPs)

Temporary Protection and Direction of Traffic	All Required (16%)		$ 592.00
Removal of Existing Sign Installations	All Required (16%)		208.00
Painted Wood Sign Posts	All Required (18%)		4,101.30
Special Sign Brackets	5 only	15.00	75.00
Type "EE" Signs in Place	914 sq.ft.	5.62	5,136.68
Moving Existing Type "E" Signs	All Required (17%)		505.75
			$10,618.73

Additional Item

Flagging	All Required (16%)		$ 288.00
	Subtotal		$10,906.73
	10% Engr. & Cont.		1,090.27
	Total		$11,997.00

Length of Project - - - 0.00 mile

Federal Funds -	$11,069.00
State Funds -	928.00
Total	$11,997.00

Group 1 - 84%

Contract 7858

Prefix: 601-1078

7858

STATE COPY

Form Approved; O.M.B. No. 04-R2089

5

MONTHLY TRANSACTION NO. 1-19	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Umatilla & Union
PROJECT REPORT NO. 3	1-11-73	PROJECT NO. I-80N-6(56)233 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 6 Mi. S.E. Pendleton S.E. 51 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,615	$ 4,258

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer 1-11-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-6(56)233 Safety

EMIGRANT PARK INTCHGE.-LADD CANYON INTCHGE. SECTION

OLD OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

Salem, Oregon, January 4, 1973

Project Agreement Estimate.

Type Code Y002
Signing (MP 227 to MP 265 Straight-Line MPs)

Temporary Protection and Direction of Traffic	All Required (9%)		$ 333.00
Removal of Existing Sign Installations	All Required (6%)		78.00
Painted Wood Sign Posts	All Required (6%)		1,367.10
Special Sign Brackets	5 only	15.00	75.00
Type "EE" Signs in Place	351 sq.ft.	5.62	1,972.62
Moving Existing Type "E" Signs	All Required (7%)		208.25
			$ 4,033.97

Additional Item

Flagging	All Required (9%)	$ 162.00
	Subtotal	$ 4,195.97
	10% Engr. & Cont.	419.03
	Total	$ 4,615.00

Length of Project - - - 0.00 mile

Federal Funds	$ 4,258.00
State Funds	357.00
Total	$ 4,615.00

Group 3 - 18%

Contract 7858

Prefix: 611-1075

-7858

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.
1-18

PROJECT REPORT NO.
3

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-11-73

TE Oregon

COUNTY Morrow & Umatilla

PROJECT NO. I-80N-5(40)45 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Heppner Jct. Interchange SE 70 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0

OTHER (Specify)

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,954	$ 15,643

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E. D. Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Engineer)
for G. L. Green
Date executed by Division Engineer 1-11-73

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-5(40)145 Safety

HEPPNER JCT. INT.-MISSION JCT. INT. SECTION

COLUMBIA RIVER AND OLD OREGON TRAIL HIGHWAYS

MORROW AND UMATILLA COUNTIES

Salem, Oregon, January 4, 1973

Project Agreement Estimate

Type Code Y002
Signing (MP 151 to MP 216 Straight Line MPs)

Temporary Protection and Direction of Traffic	All Required (21%)		$ 777.00
Removal of Existing Sign Installations	All Required (24%)		312.00
Painted Wood Sign Posts	All Required (24%)		5,468.40
Special Sign Brackets	26 only	15.00	390.00
Type "EE" Signs in Place	1,328 sq.ft.	5.62	7,463.36
Moving Existing Type "E" Signs	All Required (21%)		624.75
			$15,035.51

Additional Item

Flagging	All Required (21%)	$ 378.00
	Subtotal	$15,413.51
	10% Engr. & Cont.	1,540.49
	Total	$16,954.00

Length of Project - - - 0.00 miles

Federal Funds -	$15,643.00
State Funds -	1,311.00
Total	$16,954.00

Group 2 - 66%

Contract - 7858

Prefix - 611-1075

7858

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-21	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Malheur
PROJECT REPORT NO. 3	1-11-73	PROJECT NO. I-80N-8(26)372 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 0.9 Mi. S. of Ontario S. 2.1 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,295	$ 2,117

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________

Assistant State Highway Engineer
(Title)

By ____________

(Title)

By ____________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Engineer)
for G. L. Green

Date executed by Division Engineer 1-11-73

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-8(26)372 Safety

IDAHO AVENUE INT.-ONTARIO REST AREA SECTION

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, January 4, 1973

Project Agreement Estimate

Type Code Y002
Signing (MP 376 to MP 377 Straight Line MPs)

Temporary Protection and Direction of Traffic	All Required (2%)		$ 74.00
Removal of Existing Sign Installations	All Required (3%)		39.00
Painted Wood Sign Posts	All Required (3%)		683.55
Special Sign Brackets	2 only	15.00	30.00
Type "EE" Signs in Place	202 sq.ft.	5.62	1,135.24
Moving Existing Type "E" Signs	All Required (3%)		89.25
			$2,051.04

Additional Item

Flagging	All Required (2%)	$ 36.00
	Subtotal	$2,087.04
	10% Engr. & Cont.	207.96
	Total	$2,295.00

Length of Project - - - 0.00 miles

Federal Funds	$2,117.00
State Funds	178.00
Total	$2,295.00

Group 2 - 16%

Contract - 7858

Prefix - 601-1078

RECEIVED
JAN 4 - 1972
FOR FILING

7858

January 4, 1973

G. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

L. H. Young
Programing Engineer

Concurrence in Award

Confirmation of your tentative concurrence as of December 29, 1972, is requested in the award of contract for the N.E. 122nd Ave.-Idaho State Line Section, Project Nos. I-80N-1(37)08, I-80N-2(52)28, I-80N-3(63)62, I-80N-4(25)122, I-80N-5(40)145, I-80N-6(56)233, I-80N-7(41)293, and I-80N-8(26)372.

The contractor receiving the award is Highway Safety Contractors, in the amount $63,057.40 with Contract No. 7858 assigned. This bid was received on December 28, 1972, and awarded December 29, 1972.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with paragraph 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement.

I concur in the award.

Date________________________

G. L. Green, Division Engineer

CL:bb

1972
FOR FILING

7858

bc C. T. Keasey
W. Hart
L. H. Young
Attn: Vince Gallagher
H. N. Van Cleave
L. W. Rulien
J. F. Putnam
W. E. Schwartz
William Geibel (SAIF)

December 29, 1972

Highway Safety Contractors
481 East Wiser Lake Road
Lynden, Washington 98264

Bid
DEC. 21, 1972

Gentlemen:

The State Highway Commission on December 28, 1972, accepted your proposal for sign revision on the N. E. 122nd Avenue-Idaho State Line Section of the Old Oregon Trail and Columbia River Highway in nine Counties in the amount of $63,037.40 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7858.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 11, 1973.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
DEC 18 1972
FOR FILING

12-13-72

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. * I-80N-1(37)08
	ITEM NO. I-709 THRU I-716	STATE PROJECT NO. N.E. 122ND AVE. - IDAHO STATE LINE
		COUNTY NAME MULTNOMAH-HOOD RIVER-WASCO-SHERMAN-GILLIAM-MORROW-UMATILLA-UNION-BAKER-MALHEUR
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 29, 1972	NOVEMBER 29, 1972	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE #2 AND OLD OREGON TRAIL HIGHWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,800.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $1,800.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 28, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

*AND	I-80N-2(52)28	I-80N-3(63)62
	I-80N-4(25)122	I-80N-5(40)145
	I-80N-6(56)233	I-80N-7(41)293
	I-80N-8(26)373	

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-13-72	G L Green	DIVISION ENGINEER

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
[illegible] 1972
FOR FILING

7858

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 29, 1972

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Don Byard, Environmental Director

SUBJECT N.E. 122nd Ave.-Idaho State Line Sec.
Columbia R. & Old Ore. Trail Hwys.
Nine Counties
Wrong-Way Signing

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return same to this office for submission to FHWA for concurrence.

GAP:bb
Attachment

cc: George M. Baldwin
F. L. Hall
R. E. Royer
V. D. Wolfe
B. L. Gifford
G. A. Potter

RECEIVED
NOV 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ENV. UNIT.
FILE COPY

OREGON STATE
HIGHWAY DIVISION

7858

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 29, 1972

Keep

TO G. L. Green, Division Engineer
Federal Highway Administration

R L Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT N.E. 122nd Avenue-Idaho State Line Section
Columbia River and Old Oregon Trail Highways
Nine Counties
Wrong Way Signing

LOCATION AND DESCRIPTION OF PROJECT The proposed project consists of sign revisions and installation of "Wrong Way" and "Do Not Enter" signs at appropriate locations on 89 interchanges on the Columbia River Highway from N.E. 122nd Avenue in Portland, Multnomah County, to the Idaho State Line on the Old Oregon Trail Highway in Malheur County, Oregon.

PURPOSE OF PROJECT The purpose of the proposed safety project is to adequately sign the freeway interchange ramps with "Wrong Way" and "Do Not Enter" signs to warn motorists who may inadvertently enter an interchange from the wrong direction.

DISCUSSION OF ENVIRONMENTAL IMPACTS The proposed project represents a simple and straightforward approach to a continuous problem. The prevention of accidents by installation of the signs will prevent personal injury and lessen property damages incurred by motorists. Any scenic disruption caused by sign installation will be minimal and the increased motorist safety is an important benefit.

BASIS FOR NEGATIVE DECLARATION All signing will be accomplished within the existing right of way and will be installed in harmony with existing freeway signing.

RECEIVED
[illegible] 197
PLANNING SECTION

We therefore submit this negative declaration as the opinion of the Highway Division Staff and respectfully request your concurrence.

Endorsement to Oregon State Highway Division

Concur____________________ Date NOV 29 1972

GAP:pr

cc: F. B. Klaboe
R. E. Royer
L. H. Young
F. L. Hall
L. W. Rulien
J. F. Putnam
W. E. Schwartz

RECEIVED
NOV 30 1972
PROGRAMING SECTION

7358

November 28, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on December 21, 1972.

T-5014(2)	T.V. Hwy. at S.E. Minter Br. Rd. Section
I-80N-1(37)08	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-2(52)28	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-3(63)62	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-4(25)122	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-5(40)145	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-6(56)233	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-7(41)293	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-8(26)373	N.E. 122nd Ave.-Idaho St. Line Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions as covered in the project specifications and right of way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

In compliance with FHWA Division's memorandum of November 15, 1972, the following tabulated "Negative Declaration" for each project has or will cover the requirements of Paragraph 4a of IM 20-4-72.

(a) T.V. Hwy. at S.E. Minter Br. Rd. Section: Negative Declaration concurred in by FHWA on August 3, 1972.
(b) N.E. 122nd Ave.-Idaho State Line Section: Negative Declaration is being submitted under separate action.

6-16-72

TRANSACTION NUMBERS 6-32 THRU 6-39

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-16-72

BY (Signature): MR. YOUNG'S JUNE 9, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 706 THRU 716

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
709	EHS-1-80N-1(37)08	0.0	2,440	2,240	122ND AVE INTCH-SUNDIAL INTCH.	INSTALL, ADJUST OR REPLACE SIGNS.
710	EHS-1-80N-2(52)28	0.0	8,400	7,740	MULTNOMAH FALLS INTERCHANGE 2ND ST. (HOOD RIVER) INTCH.	" "
711	EHS-1-80N-3(63)62	0.0	10,000	9,200	E. HOOD RIVER-JOHN DAY RIVER SECT.	" "
712	EHS-1-80N-4(25)122	0.0	3,040	2,800	QUINTON INTERCH-HEPPNER INTCH. SECT.	" "
713	EHS-1-80N-5(40)145	0.0	12,200	11,200	HEPPNER INTCH-MISSION JCT. SECT.	" "
714	EHS-1-80N-6(56)233	0.0	3,300	3,000	EMIGRANT PARK INTCH-LADD CANYON	" "
715	EHS-1-80N-7(41)293	0.0	8,500	7,800	BAKER VALLEY REST AREA-BENSON CR.	" "
716	EHS-1-80N-8(26)372	0.0	850	780	IDAHO AVE. INTCH-ONTARIO REST AREA	" "

REMARKS (Division)

7858

6-21-72

Young

RECEIVED
JUN 20 1972
OFFICE OF
[illegible]

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
6-16-72	G.L. GREEN, ACTING DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

1A

Rd Mrks
Wrong Way

June 9, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage Street, S.E.
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate projects.

Item No.	Project No.	Section Name & PMRS No.
709	EHS-I-80N-1(37)08	N.E. 122nd Ave.-Idaho State Line Interstate Route 80-N PMRS No. 7205-2-050
710	EHS-I-80N-2(52)28	
711	EHS-I-80N-3(63)62	
712	EHS-I-80N-4(25)122	
713	EHS-I-80N-5(40)145	
714	EHS-I-80N-6(56)233	
715	EHS-I-80N-7(41)293	
716	EHS-I-80N-8(26)372	

Very truly yours,

George N. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

RC:jb

cc: R. N. Chase
B. L. Gifford

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Rd Mkr

DATE June 9, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

"Wrong Way"

FROM George M. Baldwin
Administrator of Highways

E.H.S. I-80-2(52)

by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission

We are submitting program data for eight "EHS" Interstate signing projects, Item Nos. 709 through 716, which we desire to have included in the Federal-aid Interstate Highway Program.

Each of the projects qualifies as a "Safety Project" and "EHS" designation under paragraph (b) of "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71. The projects were selected from an evaluation by the FHWA and the Highway Division under the provisions of IM 21-9-71.

The projects do not require public hearings under the provisions of paragraph 6c of PPM 20-8.

The projects are exempt from Clearinghouse reviews under working agreements with the State, Districts 2 and 14 Clearinghouses under working agreements dated April 28, 1970, October 16, 1970 and August 11, 1970, respectively.

District 9 Clearinghouse approved the projects by letter dated May 2, 1972 (copy enclosed).

Districts 12 and 13 Clearinghouses were sent a "Notice of Intent" on April 28, 1972 and said notices have lain before the Clearinghouses without action for more than 30 days and it is assumed that no adverse comments or reviews will be received.

It is our present intention to combine the eight projects into one contract.

Enc.

RNC:jb

710

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID P**
DATE SUBMITTED TO W. O.	6-9-72	(PPM 2

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71)
	1	I-80N Multnomah Falls Interchange E. 33 Mi.		NA	NA	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)
	Wrong Way Traffic Signing						EHS	

CARD 4			
	CLASS OF FEDERAL FUNDS	Interstate	COUNTY NAME Multnom
	NAME OF URBAN AREA 17-31		ROUTE NO. I / FEDERAL - AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70
5					**PE**		I-80N Multnomah Falls Interchange E. Approx. 33 Mi.			
5					**ROW**		"Multnomah Falls Interchange-2nd St. (Hood River) Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	8,400	7,740

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	8,400	7,740
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. 33 Mi. (65)	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 710 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS - I- 14 23	NUMBER 80-2(52) 7	SEQ. NO. 13	I. Projects Only POST MI. 28 (24) (26)	DESIG. N 27

COUNTY NAME Multnomah & Hood River 051 | CODE 027 (12) (16)

ROUTE NO. I | FEDERAL-AID I-80N (32) | STATE 2 (36) | (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
						Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 16 interchanges.
	0.0	8,400	7,740	660		ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
CT LS	0.0	8,400	7,740	660		
		(16) (23)	(24) (33)			

REMARKS

For PR-37: Multnomah Co. $3,120
Hood River Co. $5,280

-over-

USCOMM DUSCOMM-DC 48905-P61

MULTNOMAH FALLS INTERCHANGE-2ND ST. (HOOD RIVER) INTERCHANGE SECTION

PROJECT EHS-I-80N-2(52)28

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 16 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State and District 2 Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970 and October 16, 1970 respectively.

District 9 Clearinghouse: Approval by letter of May 2, 1972.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID P**
DATE SUBMITTED TO W. O.	6-9-72	(PPM

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71)
	1	I-80N East Hood River Interchange E. 51 Mi.		NA	NA	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)
	Wrong Way Traffic Signing						EHS	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate	Hood River, W
	NAME OF URBAN AREA 17-31	ROUTE NO. I · FEDERAL-AID
	The Dalles	I-8

CARD 5	LINE NO. (14-15)	CHANGE CODE (16	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (7
5					**PE**		I-80N East Hood River Interchange E. 51 Mi.			
5					**ROW**		"E. Hood River Interchange- John Day River Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	10,000	9,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	10,000 (16) (23)	9,200 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Mi. 65	ADT	PRESENT NA	FUTURE NA (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 711 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS - I- 14 23	NUMBER 80-3(63) 7	SEQ. NO. 13	I. Projects Only POST MI. 62 (24) (26)	DESIG. N 27

COUNTY NAME Hood River, Wasco, Sherman	027 065	CODE 055 (14) (16)

ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36) (37)	U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 17 interchanges.
0.0	10,000	9,200	800		ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
0.0	10,000 (16) (23)	9,200 (24) (33)	800		

REMARKS For PR 37:

Hood River Co.	$ 880
Wasco Co.	6,700
Sherman Co.	2,420

-over-

E. HOOD RIVER INTERCHANGE-JOHN DAY RIVER SECTION

PROJECT EHS-I-80N-3(63)62

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 17 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970.

District 9 Clearinghouse: Approval letter dated May 2, 1972.

District 12 Clearinghouse: "Notice of Intent" sent April 28, 1972, and has lain before said Clearinghouse without action for more than 30 days and it is assumed that no adverse comments or review will be received.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	6-9-72

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71)
	1	I-80N Quinton Interchange E. 25 Mi.		NA	NA	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)
	Wrong Way Traffic Signing						EHS	

CARD 4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME	G
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AI I-

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N Quinton Interchange E. 25 Mi.			
5					**ROW**		"Quinton Interchange-Heppner Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	3,040	2,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	3,040	2,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT NA	FUTURE (66) (70) NA	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 35
						APPN CODE (4) (9) 042	ITEM NO. (14) (18) 712

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) EHS	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 EHS - I-	NUMBER 7 SEQ. NO. 13 80-4(25)	I. Projects Only POST MI. (24) (26) 122 DESIG. 27 N

COUNTY NAME Gilliam	CODE (15) (18) 021	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID (32) I-80N	STATE (36) 2	U.S. (37) (41) I-80N

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 6 interchanges.
0.0	3,040	2,800	240		ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
0.0	3,040 (16) (23)	2,800 (24) (33)	240		

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

QUINTON INTERCHANGE-HEPPNER JCT. INTERCHANGE SECTION

PROJECT EHS-I-80N-4(25)122

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 6 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970.

District 12 Clearinghouse: "Notice of Intent" sent April 28, 1972, and said notice has lain before the Clearinghouse without action for more than 30 days. It is assumed that no adverse comments or review will be received.

713

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	6-9-72

FEDERAL - AID

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N Heppner Jct. Interchange S.E. 70 Mi. 21 55	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Wrong Way Traffic Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Morr	
	NAME OF URBAN AREA Pendleton 17-31	ROUTE NO. I	FEDERAL- I-80

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		I-80N Heppner Jct. Interchange S.E. 70 Miles			
5					**ROW**		"Heppner Jct. Interchange- Mission Jct. Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	12,200	11,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	12,200	11,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

i. 65	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 713 (14) (18)

V AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS - I- 14 23	NUMBER 80-5(40) 7	SEQ. NO. 13	I. Projects Only POST MI. 145 (24) (26)	DESIG. N 27

COUNTY NAME Morrow, Umatilla	CODE 049 059 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 & 6 (36)	U.S. I-80N (37) (41)	

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 19 interchanges.
0.0	12,200	11,200	1,000		ROW - 250' normal; Access Control - full; Parking Restrictrions - complete.
0.0	12,200	11,200	1,000		
	(16) (23)	(24) (33)			

REMARKS For PR-37: Morrow County $3,400
Umatilla County $8,800

-over-

USCOMM DUSCOMM-DC 48905-P61

HEPPNER JCT. INTERCHANGE-MISSION JCT. INTERCHANGE SECTION

PROJECT EHS-I-80N-5(40)145

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 19 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970.

District 12 Clearinghouse: "Notice of Intent" sent April 28, 1972, and said notice has lain before the Clearinghouse without action for more than 30 days. It is assumed that no adverse comments or review will be received.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-9-72

FEDERAL - AID
(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 6 Mi. SE Pendleton SE 51 Mi. 21 65	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Wrong Way Traffic Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Uma
	NAME OF URBAN AREA La Grande 17-31	ROUTE NO. I FEDERAL I-80

					WORK				ESTIMATED PROJECT	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 6 Mi. S.E. Pendleton S.E. 51 Mi.			
5					**ROW**		"Emigrant Park Interchange- Ladd Canyon Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	3,300	3,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	3,300	3,000
1	14	PROGRAM APPROVAL DATES			(15) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT NA	FUTURE NA	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 714

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. EHS	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) EHS - I-	NUMBER 80-6(56)	SEQ. NO.

I. Projects Only

POST MI. 233	DESIG. N

COUNTY NAME Umatilla and Union			CODE 059 061	
ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N	

PROGRAM STAGE

☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0.0	3,300	3,000	300	
0.0	3,300	3,000	300	

CHARACTER OF PROPOSED WORK
(Full description)

Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 8 interchanges.

ROW - 250' normal; Access Control - full; Parking Restrictions - complete.

REMARKS

For PR-37:	Umatilla Co.	$ 630
	Union Co.	$2,670

-over-

EMIGRANT PAR INTERCHANGE-LADD CANYON INTERCHANGE SECTION

PROJECT EHS-I-80N-6(56)233

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 8 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970.

District 12 and 13 Clearinghouses: "Notice of Intent" sent both Clearinghouses on April 28, 1972, and said notice has lain before the Clearinghouses without action for more than 30 days. It is assumed that no adverse comments or review will be received.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID** (PPM
DATE SUBMITTED TO W. O.	6-9-72	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 8.0 Mi. SE North Powder SE 59.0 Mi. 21 65	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Wrong Way Traffic Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA Baker 17-31	ROUTE NO. I | FEDERAL-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 8.0 Mi. SE North Powder SE 59.0 Mi.			
5					**ROW**		"Baker Valley Rest Area-Benson Creek Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.0	8,500	7,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	8,500	7,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

0 Mi. 65	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 715 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) EHS - I- 14 23	NUMBER 80-7(41) 7	SEQ. NO. 13	I. Projects Only POST MI. 293 (24) (26)	DESIG. N 27

COUNTY NAME	Baker			CODE 001 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 6 (36)	U.S. (37) I-80N (41)		☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 15 interchanges.
0.0	8,500	7,800	700		ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
0.0	8,500	7,800	700		
	(16) (23)	(24) (33)	REMARKS		

-over-

USCOMM DUSCOMM-DC 48905-P61

BAKER VALLEY REST AREA-BENSON CR. INTERCHANGE SECTION

PROJECT EHS-I-80N-7(41)293

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 15 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970.

District 13 Clearinghouse: "Notice of Intent" was sent April 28, 1972, and said notice has lain before the Clearinghouse without action for more than 30 days. It is assumed that no adverse comments or review will be received.

5

4 RECEIVED [illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7858

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 9, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

EHS I-80-1([illegible]) by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**

We are submitting program data for eight "EHS" Interstate signing projects, Item Nos. 709 through 716, which we desire to have included in the Federal-aid Interstate Highway Program.

Each of the projects qualifies as a "Safety Project" and "EHS" designation under paragraph (b) of "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71. The projects were selected from an evaluation by the FHWA and the Highway Division under the provisions of IM 21-9-71.

The projects do not require public hearings under the provisions of paragraph 6c of PPM 20-8.

The projects are exempt from Clearinghouse reviews under working agreements with the State, Districts 2 and 14 Clearinghouses under working agreements dated April 28, 1970, October 16, 1970 and August 11, 1970, respectively.

District 9 Clearinghouse approved the projects by letter dated May 2, 1972 (copy enclosed).

Districts 12 and 13 Clearinghouses were sent a "Notice of Intent" on April 28, 1972 and said notices have lain before the Clearinghouses without action for more than 30 days and it is assumed that no adverse comments or reviews will be received.

It is our present intention to combine the eight projects into one contract.

Enc.

RNC:jb

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

May 26, 1972

REFERRED TO
Young

Mr. George M. Baldwin, Administrator
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: N.E. 122nd Avenue-Idaho
State Line (Rt. 80-N)
PNRS #7205 2 050

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

Cleighton Penwell

CP:nm

cc: June 6, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam
H.W. Oswald
W.E. Schwartz
G.A. Starkey

Ben

RECEIVED
JUN 5 1972
PROGRAMING SECTION

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

#9

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
P. O. BOX 280 • THE DALLES, OREGON 97058

TELEPHONE 503 – 296-2266

May 2, 1972

Mr. L. H. Young
Programing Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: N.E. 122nd Ave-Idaho State Line
Interstate Route 80-N

Dear Mr. Young:

Mid-Columbia Economic Development District has reviewed the above Notice of Intent. The proposed project is consistent with the District's area wide planning. Therefore, we concur with the program for additional sign installation by the Highway Department within our District.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:m

cc: Wm Kramer, Fed Aid Sec, Salem
R. Jentzsch, Local Gov Relations, Salem
R. Hawkins, Hwy Department, The Dalles

cc: May 5, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam
H.W. Oswald
W.E. Schwartz
G.A. Starkey

BEN GIFFORD
4/28

NOTED
R. D. [illegible]

Ben

RECEIVED
MAY 4 1972
PROGRAMMING SECTION

NOTED
R. N. CHA

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) **FEDERAL - AID** (PPM
DATE SUBMITTED TO W.O.	6-9-72

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 122nd Ave. (Portland) East 7.0 Mi. 21 65	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Wrong Way Traffic Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AU (74)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL- I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 122nd Ave. (Portland) East 7.0 Mi.			
5					**ROW**		"122nd Ave. Interchange-Sundial Interchange Section"			
5					**CONST** (CODE) (Safety) Y002			0.00	2,440	2,240

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	2,440	2,240
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

Mi. (65)	**ADT**	PRESENT NA	FUTURE NA (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 709 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS - I- 14 23	NUMBER 80-1(37) 7	SEQ. NO. 13	I. Projects Only POST MI. 08 (24) (26)	DESIG. N 27

COUNTY NAME Multnomah		CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL - AID I-80N (32)	STATE 2 (36)	U.S. (37) I-80N (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Install new symbol type "Do Not Enter" signs and adjust or replace "One Way" signs on the ramps of 6 interchanges.
					ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
0.00	2,440	2,240	200		
0.00	2,440	2,240	200		
	(16) (23)	(24) (33)			

REMARKS

-over-

122ND AVE. INTERCHANGE-SUNDIAL INTERCHANGE SECTION

PROJECT EHS-I-80N-1(37)08

Project Data: The work consists of installing new symbol type "Do Not Enter" signs, adjust "One Way" signs to a location further into the ramps and replace those "One Way" signs which do not conform to present "National Manual on Uniform Traffic Control Devices" at 6 interchanges.

This project qualifies as "EHS" under paragraph (b) of Section "Emergency Highway Safety Programs" IM 30-5-71 and as "Safety Improvement" under IM 21-7-71.

This project was selected from an evaluation by FHWA and Highway Division under the provisions of IM 21-9-71. The selection was based on the potential traffic hazard which exists at each interchange due to wrong way usage of ramps by motorists. It is expected this signing will result in greatly reducing the possibility of wrong way traffic movement on the interchange ramps and possible wrong direction travel on the main Interstate facility.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

State and District 2 Clearinghouse: Project is exempt from review under working agreements dated April 28, 1970 and October 16, 1970 respectively.

5/
✓

RECEIVED
MAY 1 1972
FOR FILING

7858

April 28, 1972

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oregon 97850

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Interstate	N.E. 122nd Ave.-Idaho State Line Interstate Route 80-N

The estimated date of filing for federal-aid funds on this project is June 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

RECEIVED
MAY 1 - 1972

FOR FILING

7858

April 28, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District Nos. 9, 12 and 13

Federal Aid Interstate	N.E. 122nd Ave.-Idaho State Line Interstate Route 80-N

The estimated date of filing for federal-aid funds on this project is June 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam
H. W. Oswald
W. E. Schwartz
G. A. Starkey

RECEIVED
MAY 1 - 1972
FOR FILING

7858

April 28, 1972

Mid Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Interstate	N.E. 122nd Ave.-Idaho State Line Interstate Route 80-N

The estimated date of filing for federal-aid funds on this project is June 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

RECEIVED
MAY 1 1972

FOR FILING

7858

April 28, 1972

District 12 Council of Governments
c/o Bux Banta, Secretary
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Interstate   N.E. 122nd Ave.-Idaho State Line
                                Interstate Route 80-N

The estimated date of filing for federal-aid funds on this project is June 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tabeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. H. Young	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 N.E. 122nd Ave.-Idaho State Line				
11	12] PROJECT LOCATION CITY [45 Interstate Route 80-N	46] PROJECT LOCATION COUNTY [79 Various			
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 This project involves installing "WRONG WAY" and "DO NOT ENTER" signs at				
06	12] 88 interchanges on Interstate Route 80-N. The use of these signs is [71				
07	12] being accelerated on a national basis under the National Manual on [71				
08	12] Uniform Traffic Control Devices. The project is to prevent wrong way [71				
09	12] accidents on freeways. [71				
10	12] [71				

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	49,800		4,200			54,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45 Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Admin.

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 6	43] DAY [44 1	45] YEAR [46 72

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) Title 23 U.S.C. Highways

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: 4-28-72

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Interstate Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s)
(b) State Representative District(s) Number(s)
(c) State Senatorial District(s) Number(s)

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

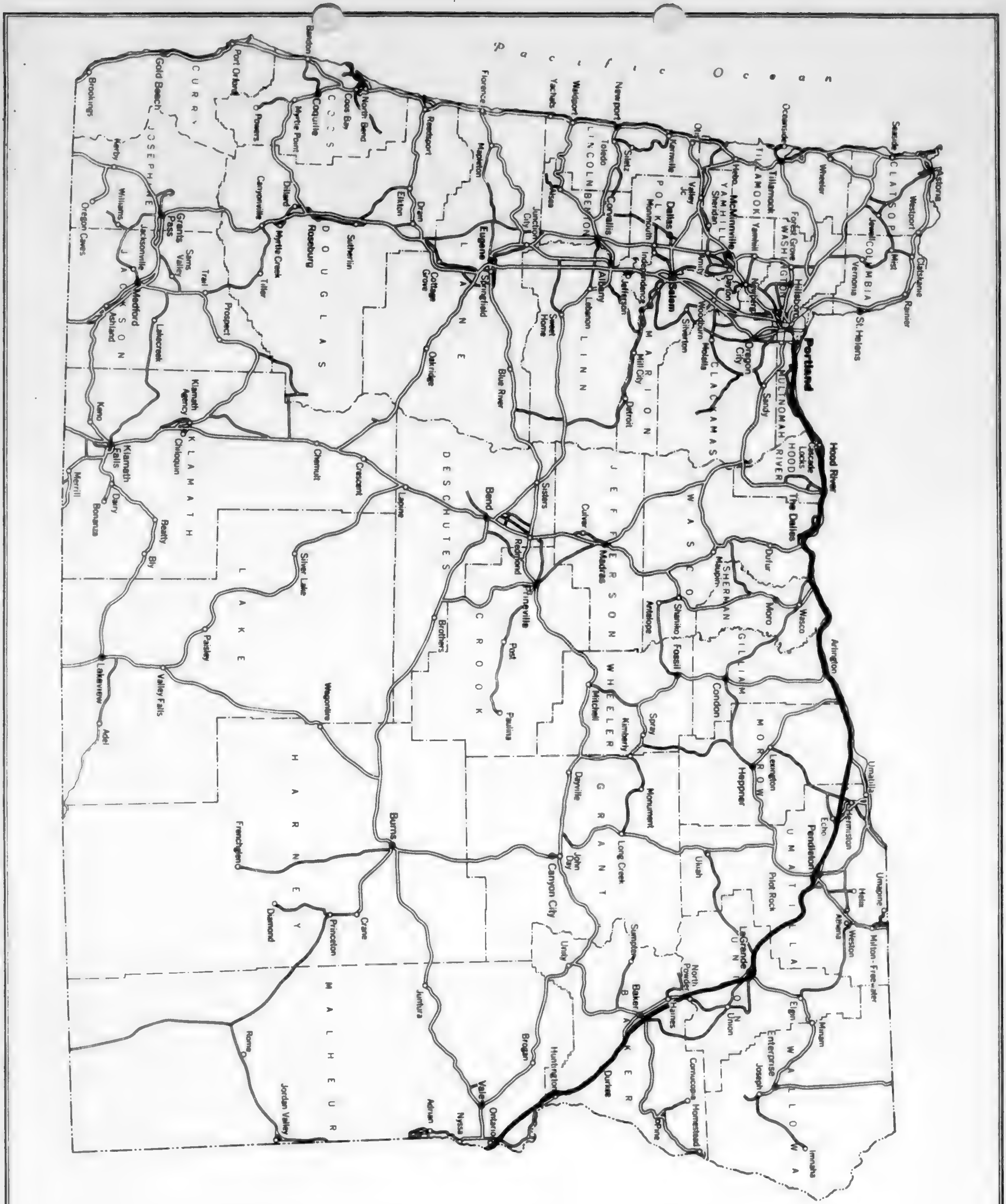
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS


Pacific Ocean
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
POLK
MARION
CLACKAMAS
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
WHEELER
CROOK
GRANT
BAKER
HARNEY
MALHEUR
Astoria
Seaside
Westport
Clatskanie
Mist
Jewell
Vernonia
Rainier
St. Helens
Portland
Oceanside
Tillamook
Wheeler
Forest Grove
Hillsboro
Yamhill
McMinnville
Sheridan
Hebo
Otis
Dayton
Newberg
Amity
Dallas
Monmouth
Independence
Salem
Woodburn
Silverton
Molalla
Oregon City
Sandy
Mill City
Detroit
Jefferson
Albany
Lebanon
Sweet Home
Corvallis
Philomath
Kernville
Siletz
Toledo
Newport
Waldport
Yachats
Florence
Mapleton
Junction City
Eugene
Springfield
Cottage Grove
Oakridge
Blue River
Elkton
Drain
Reedsport
Coos Bay
North Bend
Coquille
Myrtle Point
Powers
Bandon
Port Orford
Gold Beach
Brookings
Kerby
Williams
Oregon Caves
Grants Pass
Jacksonville
Medford
Ashland
Sams Valley
Trail
Prospect
Tiller
Canyonville
Myrtle Creek
Riddle
Roseburg
Sutherlin
Dillard
Lakecreek
Keno
Klamath Agency
Chiloquin
Klamath Falls
Merrill
Dairy
Bonanza
Beatty
Bly
Chemult
Crescent
La Pine
Bend
Sisters
Redmond
Culver
Madras
Prineville
Post
Paulina
Brothers
Silver Lake
Paisley
Lakeview
Valley Falls
Adel
Wagontire
Hood River
Cascade Locks
The Dalles
Dufur
Maupin
Moro
Wasco
Antelope
Shaniko
Fossil
Arlington
Condon
Mitchell
Spray
Kimberly
Heppner
Lexington
Monument
Dayville
Long Creek
John Day
Canyon City
Ukiah
Pilot Rock
Umatilla
Hermiston
Echo
Pendleton
Helix
Athena
Weston
Milton-Freewater
Umapine
La Grande
Elgin
Minam
Enterprise
Joseph
Imnaha
Union
North Powder
Haines
Baker
Sumpter
Unity
Durkee
Cornucopia
Homestead
Pine
Huntington
Brogan
Vale
Ontario
Nyssa
Adrian
Juntura
Burns
Crane
Diamond
Princeton
Frenchglen
Rome
Jordan Valley

RECEIVED

FORM E-30 (REV. 10-69)

FOR FILING

78[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 10, 1972

SUBJECT: WRONG WAY & DO NOT ENTER Signs
I-5 and I-80N

To: Walter Hart
Bridge Engineer
BUILDING

Will you please arrange for the preparation of plans and specifications and the calling for bids for the replacement of all DO NOT ENTER signs on I-5 and I-80N; such signs should conform to the new Manual. Also, all WRONG WAY signs should be relocated to conform to the location specified in the new Manual. All WRONG WAY signs which are smaller than 42" X 30" should be replaced.

We have handed to Duane Christenson of your office detailed estimates and lists of the work to be done.

L. E. George

L. E. George
Traffic Engineer

VPJ:sv

cc: R. L. Schroeder

7858

March 24, 1972
Salem, Oregon

"WRONG WAY" Signing
Ramp Terminals

Mr. L. E. George
Traffic Engineer

BUILDING

Would you please proceed immediately with the initiation of a contract utilizing Interstate Safety Funds for the installation of the new "WRONG WAY" type signing on the exit ramps of Interstate 5 and Interstate 80N.

R. L. Schroeder
Assistant State Highway Engineer

RLS:jf

cc: Tom Edwards
F. B. Klaboe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 10, 1972

SUBJECT: "WRONG WAY" Signing
Ramp Terminals

To: R. L. Schroeder
Asst. Highway Engineer
BUILDING

Recently Ernie Valach talked to me requesting that I determine if the Highway Division is interested in the initiation of a contract, or a series of contracts, that would revise the "WRONG WAY" signing at our ramp terminals such that it would conform to the new Manual.

This request is directly related to the operation of a committee (comprised of Ernie, Frank Hall and myself) that was designated to study the statewide situation involving wrong-way accidents, particularly on the Interstate System. This committee was established at the request of the Federal Highway Administration and Frank and I were appointed by Mr. Klaboe.

To date the committee has not really arrived at any conclusions. We have conducted a rather extensive accident analysis which would not indicate any pattern of occurrence. It is my opinion that Ernie's request concerning the possible sign revision contract is an effort to show some action on this matter to the Regional Office. I indicated to Ernie that I would relay this request to you.

The sign revisions would consist of removing and replacing existing "DO NOT ENTER" signs with the new symbol sign and the auxiliary sign, all on the same post. A second set of signs part way up the ramp is included in the new sign manual. These signs would be new installations. We have not made any attempt to compute an estimated cost as yet.

L. E. George

L. E. George
Traffic Engineer

LEG:lp:njc

3/21/72
Cost Estimate
I 5 = $65,000
I 80N = $45,000
$110,000

Bob
would be an Interstate Saftey project.

NOTED
TRAFFIC CONTROL
ENGINEER

Bud
NOTED
R. L. SCHROEDER

RECEIVED
MAR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7221

I-80N

December 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

Some time ago we advised you that Mr. L. E. George and Mr. Frank Hall of the Highway Division would work with Mr. Valach of your office to evaluate the matter of wrong-way accidents in Oregon.

It has taken time to assemble the necessary data. We are now ready to discuss this matter with Mr. Valach at his convenience. I would suggest that he contact Mr. George who will arrange a conference.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

LEG:lp ia

bc R. L. Porter
  Tom Edwards
  L. E. George
  F. L. Hall

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1971

SUBJECT: Wrong Way Accidents
Freeways & Expressways

To: L. E. George
Operations Engineer

BUILDING

There are attached data concerning accidents involving drivers traveling the wrong way on selected freeways and expressways. The sections studied for each category are as follows:

Freeways

Interstate 5 - Entire Length
Interstate 80N - All Completed Sections

Expressways

Sunset Highway	- N. Plains-Cedar Hills Blvd.
Mt. Hood Highway	- Powell Valley Road - Sandy
Redwood Highway	- Jacksonville Hwy.-Jerome Prairie Road
Pacific Highway West	- Tigard to Chehalem Road

The period of study was from January 1, 1966 to June 30, 1971.

During the 62-month study period, there were 13,612 reported accidents on those sections of the Interstate studied. Of these 129, or 0.95%, involved a wrong-way vehicle. Twenty-four persons were killed and 120 injured in the wrong-way accidents.

During the year 1970, a total of 56 persons were killed on Interstate 5. Two or 3.6% were killed in wrong-way accidents. Comparable 1968 figures are 50 and two for 4.0%.

An attempt was made to determine "hot-spots" for wrong-way entrances. Four locations are shown on the attached sheet. These are purely guesswork based on the assumption that the driver entered on the ramp nearest to the scene of the accident. The validity of this assumption is extremely dubious.

About all that we learn from the data is the following:

1. Wrong-way accidents are a very small portion of the total picture.
2. The severity of wrong-way accidents is much higher than average.
3. Wrong-way accidents are not a major problem in Oregon.

Val Johnson

SP*92475-754

Form FHWA-[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 2, 1971

In reply refer to: 08-35-DA/520.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Signs, Pavement Markings and Geometry to Avert or Redirect Wrong-Way Traffic Movements

SEP - 8 1971
TRAFFIC ENGINEERING

Attached are copies of IM 21-9-71 in which the Federal Highway Administrator has requested a review of freeways and other divided highways for the purpose of correcting those locations with a potential or experience of wrong-way traffic movements.

I have assigned E. J. Valach to work directly with those engineers you may designate to evaluate the wrong-way traffic situation in Oregon.

Enclosures
IM 21-9-71 (12 cys)

orig to George w/ 1 IM
copy " Young w/ 9 IM's
9-7-71

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
SEP 7 1971
PROGRAM & PLANNING
DIVISION

FBK

NOTED
F. B. [illegible]

y

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

WRONG WAY ACCIDENTS
INTERSTATE AND EXPRESSWAY HIGHWAYS
OREGON

January 1, 1966 to June 30, 1971

Interstate (Freeway)

Year	1966	1967	1968	1969 1/	1970	1971 2/
Total Accidents	2,217	2,181	2,444	1,596	3,397	1,777
Wrong Way Accidents	29	36	22	10	20	12
Percent of Wrong Way Accidents	1.31	1.65	0.90	0.63	0.59	0.68

Expressway (Non-Freeway)

Year	1966	1967	1968	1969 1/	1970	1971 2/
Total Accidents	120	159	138	91	188	107
Wrong Way Accidents	2	1	2	1	1	3
Percent of Wrong Way Accidents	1.67	0.63	1.45	1.10	0.53	2.80

1/ Eight months accident data available.

2/ First six months of 1971.

"WRONG WAY" signs installed on freeway during last quarter of 1967.

LOCATIONS TO INVESTIGATE WRONG WAY ACCIDENTS INTERSTATE AND EXPRESSWAY HIGHWAYS OREGON

January 1, 1968 to June 30, 1971

General Location	Hwy. No.	Accidents M.P.	Year	Direction of Travel
I-5 North of Brooks Interchange	1	37.15	1970	Northbound
	1	37.69	1970	Northbound
I-5 Between Fern Valley Rd. Interchange and Valley View Rd. Interchange	1	294.31	1971	Northbound
	1	296.00	1969	Northbound
I-80N Between Woelpern Interchange and Arlington Interchange	2	130.00	1969	Eastbound
	2	136.25	1968	Eastbound
I-105 Between I-5 Interchange and 2nd and 3rd Streets (Springfield Highway) Interchange	227	3.48	1968	Westbound
	227	3.68	1970	Westbound

7859 Sanderson Br. Sec. of 1972
Albany-Lyons Hwy. E. of Albany
(Grading & paving)

R. R. 748 12.18.72

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-188 + 3-189 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3 23 76	Form Approved; O M B No. 04-R2089 State Oregon County Linn Project Number S-RS-223(8)

7859

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on February 1 , 19 73 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,081,000	$ 1,081,000
Federal funds	442,258 RS $ 244,822 S	387,860.~~14~~ RS $ 299,219.86 S ~~96~~
Other revisions		

OK.

This modification is made for the following reasons:

To utilize balance of secondary federal funds (Appn. 022)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March , 19 76 .

Oregon State Highway Division
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon, March 18, 1976

Federal-aid Project
No. S-RS 223(8)

SANDERSON BRIDGE SECTION
ALBANY-LYONS HWY. IN LINN COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 40+37 to Sta. 246+66.69)

Total same as previous estimate of October 18, 1974		$1,081,000.00
Length of roadway	3.535 miles	
Cost of roadway per mile	$305,799.14	
Rural Secondary Funds		387,860.14
Secondary Funds		299,219.86
State Funds		393,920.00
	Total	$1,081,000.00

Group 1 - 97%
Group 9 - 3%
Contract No. 7859
Prefix 122-1047

7859

STATE COPY

MONTHLY TRANSACTION NUMBER 10-62	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Linn
MODIFICATION NUMBER 1	10-23-74	PROJECT NUMBER S-RS-223(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 990,100	$ 1,081,000
Federal Funds	384,485 RS $ 244,822 S	442,258 RS $ 244,822 S
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23d day of October, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

for By W. T. Smith
G. L. Green (Division Engineer)

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. S-RS-223(8)

SANDERSON BRIDGE SECTION

ALBANY-LYONS HIGHWAY IN LINN COUNTY

Salem, Oregon, October 18, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 40+37 to Sta. 246+66.69)

Subtotal on Previous Estimate of January 25, 1973			$ 872,409.00
Previous Estimate			
Embankment in Place	37,800 cu.yd.	1.05	36,690.00
Treated Base Mixture	23,300 ton	4.55	106,015.00
			$ 142,705.00
Revised Estimate			
Embankment in Place	61,430 cu.yd.	1.05	$ 64,501.50
Treated Base Mixture	34,860 ton	4.55	158,613.00
			$ 223,114.50
	Increase		80,409.50
	Subtotal		$ 952,818.50
	Engr. & Cont.		128,181.50
	Total		$1,081,000.00

Length of Roadway - - - 3.535 Miles
Cost of Roadway Per Mile $305,799.14

Rural Secondary Funds	$ 442,258.00
Secondary Funds	244,822.00
State Funds	393,920.00
Total	$1,081,000.00

Group 1 - 97%
Group 9 - 3%

Contract No. 7859

Prefix: 122-1047

7854.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 2-12 2-13	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	E **Oregon**
	FEDERAL-AID PROJECT AGREEMENT	COUNTY **Linn**
PROJECT REPORT NO. 3	XXXXXXXX 2-1-73	PROJECT NO. **S-RS-223(8)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 226 1.8 Mi. SW of Crabtree E. 3.54 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	**11-13-72**	**3.54**
OTHER *(Specify)*		

FUNDS **Pro Rata 63.56%**

ESTIMATED TOTAL COST OF PROJECT $ **990,100**	FEDERAL FUNDS **384,485 R. Sec.** $ **244,822 Sec.**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By L H Young for C. S. Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By E J Valach
G. L. Green (Division Engineer)

Date executed by Division Engineer FEB 1 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. S-RS-223(8)

SANDERSON BRIDGE SECTION

ALBANY-LYONS HIGHWAY IN LINN COUNTY

Salem, Oregon, January 25, 1973

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 40+37 to Sta. 246+66.69)

Mobilization	All	Required		$ 32,950.00
Temporary Protection and Direction of Traffic	All	Required (95%)		11,400.00
Clearing and Grubbing	All	Required		20,000.00
Removal of Structures and Obstructions	All	Required		5,000.00
Ditch Excavation	85	cu.yd.	4.20	357.00
General Excavation	58,600	cu.yd.	.75	43,950.00
Embankment in Place	37,800	cu.yd.	1.05	39,690.00
Overhaul	20,650	C-yd.sta.	.21	4,336.50
Trench Excavation	830	cu.yd.	5.25	4,357.50
Finishing Roadbed and Slopes	All	Required		8,500.00
Obliteration of Roadway	920	sq.yd.	.55	506.00
Watering	990	M-gal.	5.00	4,950.00
Treated Base Mixture	23,300	ton	4.55	106,015.00
Cement in Treated Base Mixture	1,280	ton	33.00	42,240.00
1" - 0 Aggregate Base	1,100	ton	4.45	4,895.00
Plant-Mix Aggregate Base	57,300	ton	3.20	183,360.00
Class B Asphalt Concrete Mixture	23,600	ton	6.75	159,300.00
Asphalt Cement in Mixture	1,535	ton	36.30	55,720.50
Asphalt in Tack Coat	17	ton	100.00	1,700.00
Reinforced Concrete Bridge End Panels	210	sq.yd.	23.50	4,935.00
Class A Concrete in Headwalls	105	cu.yd.	140.00	14,700.00
Reinforcement in Headwalls	15,000	lb.	.18	2,700.00
12'-6" x 7'-11" Structural Plate Pipe Arch	300	lin.ft.	90.00	27,000.00
12-inch Culvert Pipe	1,500	lin.ft.	4.75	7,125.00
18-inch Culvert Pipe	320	lin.ft.	6.50	2,080.00
30-inch Culvert Pipe	350	lin.ft.	11.00	3,850.00
84-inch Culvert Pipe	130	lin.ft.	60.00	7,800.00
18-inch Paved Culvert End Slopes	7	only	150.00	1,050.00
30-inch Paved Culvert End Slopes	7	only	200.00	1,400.00
Guard Rail, Type 1	45	lin.ft.	3.90	175.50

Guard Rail, Type 2	550 lin.ft.	4.00	$ 2,200.00
Guard Rail, Type 2A	1,700 lin.ft.	5.80	9,860.00
Guard Rail Anchors	14 only	240.00	3,360.00
Extra for Guard Rail Bridge Connections	6 only	220.00	1,320.00
Extra for Asphalt Approaches	29 only	50.00	1,450.00
Guide Post, W-1	114 only	11.00	1,254.00
Guide Post, Y-1	78 only	11.00	858.00
Roadside Seeding and Mulching	18 acre	390.00	7,020.00
			$829,365.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 1,800.00
Railroad Protective Cost	All Required	1,800.00
Permanent Striping	All Required (84%)	840.00
Stage Construction Striping	All Required	500.00
Work by Southern Pacific Transportation Co.	All Required	30,000.00
Permanent Signing	All Required	4,000.00
Temporary Erosion Control	All Required	1,000.00
On-the-Job Trainee (4 @ $800)	All Required (97%)	3,104.00
		$ 43,044.00
	Subtotal	$872,409.00
	Engr. & Cont.	117,691.00
	Total	$990,100.00

Length of Roadway - - - - - - 3.535 Miles
Cost of Roadway Per Mile- - - $280,084.86

Rural Secondary Funds -	$384,485.00
Secondary Funds -	244,822.00
State Funds -	360,793.00
Total Funds	$990,100.00

Group 1 - 97%
Group 9 - 3%

Contract No. 7859

Prefix: 122-1047

SANDERSON BRIDGE SECTION

Nonparticipating - State Work

Temporary Protection and Direction of Traffic	All Required (5%)		$ 600.00
Watering	10 M-gal.	5.00	50.00
1" - 0 Aggregate Base	600 ton	4.45	2,670.00
Class "C" Asphalt Concrete Mixture	2,480 ton	7.00	17,360.00
Asphalt Cement in Mixture	165 ton	36.30	5,989.50
Asphalt in Tack Coat	5 ton	100.00	500.00
Guard Rail, Type 1	55 lin.ft.	3.90	214.50
Extra for Asphalt Approaches	6 only	50.00	300.00
			$ 27,684.00

Additional Items

Permanent Striping	All Required (16%)	$ 160.00
State Responsibility for Damages	All Required	500.00
Grade Cul-de-sacs (Extra Work)	All Required	2,000.00
On-the-Job Trainee	All Required (3%)	96.00
		$ 2,756.00

SANDERSON BRIDGE SECTION

R.R. PROTECTIVE COST -- SPTC

Estimate

Figure one Engineer-Inspector for one month.
Headquarters - Portland, Oregon.

Salary	$ 990.00	Per Month
+41% Payroll Add.	405.90	
Total Salary	$1,395.90	
Equipment Rental		11¢ Per Mile
Portland-Albany = 69 Miles x 8 =	552	
Albany-Crabtree = 10 Miles x 40 =	400	
Total Miles	952	
11¢ x 952 =	$ 104.72	
Expenses	$ 15.00	Per Day
$15 x 18 Days =	$ 270.00	
Total R.R. Protective Cost	$1,770.62	
State will stand	$1,800.00	RR Prot. Cost

7259

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COPY SENT
JUL 1 0 1975
Washington

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 7-9-75

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. S-RS-223(8)	2. COUNTY Linn	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for roadbed grading, plant-mix aggregate base, plant-mix treated base, asphalt concrete pavement and construction of a multiple plate pipe arch drainage structure on the Sanderson Bridge Section of the Albany-Lyons Highway approximately six miles east of Albany.

5. CONTRACTOR'S NAME Morse Bros., Inc.	6. CONTRACT AMOUNT $ 857,049.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUL 11 1975
Office of
Assistant State Highway Engineer

7-11-75 [illegible]

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	3.54	52		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl	11. DATE OF INSPECTION July 18, 1974

12. IN COMPANY WITH Gerry Wimer, Keats Oliver, Al Harwood, Howard Johnson, OSHD; Gordon Wallace, Linn County; Bob Christman, Morse Bros. Contractor

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE PV Riedl P. V. Riedl		16. SIGNATURE GK Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-27-75	17. TITLE District Engineer	18. DATE 7/9/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7859

February 19, 1975

Safeco Insurance Company
of America
4347 Brooklyn Avenue, N.E.
Seattle, WA 98105

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7859 awarded to Morse Bros., Inc., for work on the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County.

The total amount of this contract is $952,445.35 including $27,449.75 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog, Attn: Dick Hacek
C. O. Fredrickson

COPY FOR MR.

From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

1-20-75

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Interchange, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

Klaboe

Administrator and State Highway Engineer

7-59

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **January 16, 1975**

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

A' SIGNED BY
E. B. KLABOE

AGENDA
JAN 22 1975
4b-3

SUBJECT **Project Authorization Overrun**
Sanderson Bridge Approaches
Albany-Lyons Highway
Contract No. 7859

An accumulation of late charges on this project makes it necessary to now request an increase in the project authorization. Morse Bros. Inc., is the contractor.

The contract work was completed July 16, 1974. Unanticipated work to stabilize the roadbed foundation and an added 23,630 cubic yards of embankment to complete the roadbed used most of the authorized contingency funding available. The project completion was also delayed which contributed to an overrun in engineering charges. The final cost of the project shows a total overrun of 6.4 percent.

I request your approval of a $70,446.95 increase to a new total authorization of $1,095,180.57. This is a secondary federal aid project.

This matter will be on the agenda for your January 22 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
C. O. Fredrickson

JAB:fr srb

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7859

Salem, Oregon
January 15, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Project Authorization Overrun
Sanderson Bridge Approaches
Albany-Lyons Highway
Contract No. 7859

In putting together the final payment package on this project, it was found that late charges had accumulated to put the job into an excessive money overrun. We requested the overrun authorization form which is attached and shows a 6.4 percent overrun. Any one of several factors account for this small increase over the 5 percent allowed. Added roadbed work, both for foundation correction and for an overrun in embankment quantity account for over two-thirds of the total overrun. A 30 percent overrun in engineering, mostly due to several months' added project time, is the next largest overrun item.

Rough draft to the Transportation Commission requesting a $70,446.95 increase is attached. This was a secondary federal-aid project.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 15 1975
Office of
Assistant State Highway Engineer

7857

Form E-272 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Sanderson Bridge (approaches)
Date Jan 6, 1975
Highway Albany-Lyons
Contract No. 7859
County Linn
Kind of Work grading & paving
Contractor Morse Bros. Inc.

	Authorized	Estimated
Contract Amount	857,049.00	794,962.25
Anticipated Items	45,800.00	43,554.17
Contingency (4½%)	40,628.21	148,829.19
Engineering	81,256.41	107,834.96
Credits		
PROJECT COST	1,024,733.62	1,095,180.57

NET INCREASE $ 70,446.95

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Item 7, Embankment in place	64,501.92	+ 24,811.92 C
15, 1"-0 agg. base	19,751.30	+ 12,166.30 C
Algebraic sum of minor bid items		+ 15,477.53 C
Net result of base design change, PA# 3, Bid items 13, 14, 16		+ 1,671.08 U
P A # 1, culvert bedding		+ 586.25 U
" 2, embankment foundation material		+ 10,359.75 U
" 4, purchase excess culvert material		+ 430.88 U
" 6, new standard guard rail end pieces and anchors		+ 3,913.40 U
" 7, guard rail at SH King		+ 3,779.00 U
" 8, Extra for pipe under pavement		+ 400.20 U
" 9, Non-spec. penalties		- 5,649.71 U
EWO # 1, construct fence (R/W obligation)		+ 4,032.66 U
" # 4, embankment foundation excavation		+ 11,763.28 U

Principal reasons for overruns (Continue on reverse side): A major change in base design, P A # 3, shows up as a large a underrun in contract bid items (- $114,[illegible].50) and a large plus in unanticipated items (contingencies, + $ 116,213.58) but really had no effect on the project overrun (net increase $ 1,671.08). (continued on back of sheet)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ~~Keats Oliver~~ Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by Arnold W. Division Engineer

Noted by Asst ~~Deputy or~~ State Highway Engineer

SP*23760-724

Major items of overrun were:

(1) Unanticipated unstable embankment foundations, EWO # 4 and P A # 2, total $ 25,123.03. Correction of these conditions was necessary to construct a stable roadbed.

(2) Large overrun in bid item # 7, embankment in place, of $ 24,811.92 was due to two things:

(a) Variation from the anticipated shrink factor on the east end of the project required carrying the embankment in place item farther east to balance the job.

(b) Large error in design calculations of embankment quantities in the vicinity of the bridge ends.

(3) Bid item # 15, 1"-0 aggregate base. Inadequate quantity set up for required detours, road connections, and approaches. Overrun was $ 12,166.30.

(4) Engineering overran $ 26,576.55 due to low production winter work to open road as soon as possible and to large increase in x time to complete the project. 159 day time extension granted.

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 19, 1974, I accepted the following:

12/20/74
Ltr. written
7859
7895
7901
7920

Contract No. 7859 , Work Completed July 16, 1974
Project Sanderson Bridge (Approaches)
Highway Albany-Lyons County Linn
Type of Work Grading and Paving
Contractor Morse Bros., Inc.

Contract No. 7895, Work Completed August 2, 1974
Project UPRR O'xing - Hood River (Button Bridge)
Highway FAS 349 County Hood River
Type of Work Grading, Paving and Structure
Contractor Workman Const. Co. & Workman Contractors

ent amts

Contract No. 7901, Work Completed October 8, 1974
Project River Road at Irvington Drive
Highway Junction Road at Irvington Drive County Lane
Type of Work Traffic Signal Installation
Contractor Hamilton Electric, Inc.

Contract No. 7920 , Work Completed August 9, 1974
Project West City Limits-Mason Street (Sheridan)
Highway FAS 907 County Yamhill
Type of Work Grading and Paving
Contractor Rowell & Wickersham

accepted
Dec 19

Contract No. 7938 , Work Completed October 11, 1974
Project White Bridge
Highway Powers County Coos
Type of Work Grading and Paving
Contractor White - Palos

Contract No. 7943 , Work Completed May 31, 1974
Project Campbell Street Interchange (Baker)
Highway Old Oregon Trail County Baker
Type of Work Roadside Improvement
Contractor Aichele Landscaping, Inc.

Contract No. 7953 , Work Completed August 27, 1974
Project Bay Ocean Road Slide
Highway FAS 616 County Tillamook
Type of Work Slide Correction
Contractor La Fond & Son

[illegible]

Contract No. 7963 , Work Completed August 19, 1974
Project Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland)
Highway Rogue Valley County Jackson
Type of Work Grading and Paving
Contractor James R. Foster

Contract No. 7989 , Work Completed August 14, 1974
Project La Grande Office Building
Highway Wallowa Lake County Union
Type of Work Curb, Sidewalk and Drain
Contractor J. A. Weaver, General Contractor

accepted
Dec 19

Contract No. 7993 , Work Completed October 3, 1974

Project Fort Stevens State Park

Highway -- County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

Contract No. 8028 , Work Completed September 18, 1974

Project Creswell (1st Street)

Highway City Street County Lane

Type of Work Grading and Paving

Contractor Wildish Construction Co.

Administrator and
State Highway Engineer

12/20
returned

7859

CON 4-4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 17, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Tom Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7859, Work Completed July 16, 1974

Project Sanderson Bridge (Approaches)

Highway Albany-Lyons, County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
DEC 1[illegible] '74
REFER TO
FOR
[illegible] [illegible] Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7859

September 6, 1974

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7859 for work on the Sanderson Bridge (Approaches) Section of the Albany-Lyons Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, I have approved an extension to July 16, 1974, which deletes all liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr cm

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

September 3, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Sanderson Bridge (Approaches)
Contract No. 7859
Request for Time Extension

Morse Brothers request a 229-day time extension because of a delay on the part of the State in evolving a base design change, subsequent delay in securing lime which was required by the above change, subsequent poor weather impact after the prior delays, delay from the bridge contractor (a separate contract within the limits of this project) and several more minor reasons. The project was actually completed July 16, 1974 with 159 days liquidated damages accrued at $200 a day, for $31,800.

The base design change was a significant item. It is covered by price agreement 3 which in effect substituted on part of the project, 6" of lime treatment of subgrade plus an additional 1-1/2" of CTB for all of the 7-1/2" of aggregate base set up in the original design. This change applied only to the approximately easterly half of the project and theoretically was to save over $20,000 of cost and provide a better roadbed. I don't believe the contractor was really delayed for as much as one month during June and July of 1973 while the base design change was under consideration. Actually he was crushing aggregates for this project through most of this time at his commercial plant. Also during this interval of time, his grading subcontractor was affected by the operators labor dispute. At that time, the grading was about 80 percent completed. Approval for the base design change was secured July 10 but I note that it was not until July 26 that lime treatment actually started. The subsequent difficulty in obtaining adequate quantities of lime did clearly delay the project, and on into poorer weather.

The bridge was constructed by a different contractor under a separate contract. This was a union contractor who was clearly delayed during some 67 good days during the summer of 1973 because of the labor dispute. This delayed the structure completion on into the winter weather and some of the Morse Brothers' work such as impact panels in the vicinity of the structure was thereby delayed also.

We have already granted the structure subcontractor two time extensions which deleted all their liquidated damages. I believe both contractors cooperated in trying to get the complete project available for public use as soon as possible. The new facility was open to traffic on March 19, 1974. The subject contract was placed under a stop work order a little later until better weather prevailed in June and July of this year for performing the remaining paving.

RECEIVED
SEP 4 1974
Office of
Assistant State Highway Engineer

After allowing for the stop work time, we have counted the 159 days as indicated above. It turned out that the "A" Phase time controlled the project completion. I concur with field recommendations for a complete time extension that would delete all liquidated damages.

This was a secondary Federal-aid project which does not require specific FHWA concurrence. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 24, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ ~~days~~ to 229/ additional days, within which to complete our Contract No. 7859, without the assessment of liquidated damages. The said contract is described as follows:

Sanderson Bridge--Albany Lyons Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED DOCUMENTATION

RECEIVED
JUL 25 1974
KEATS OLIVER
RES. ENGR.

Respectfully submitted,

MORSE BROS., INC.
Contractor

By Robert A. Christman

CONSENT OF SURETY

Date ...., 19........

We, ..., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7859 ~~[illegible]~~ Contractor Morse Bros., Inc.

Highway Albany - Lyons

Section Sanderson Bridge

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **GRANTED.** The reasons for such recommendation are as follows:

Suspension of work orders cover the March 28, 1974 to May 31, 1974, and July 3, 1974 to July 8, 1974 periods. The remaining 5 1/3 months time resulted from a design change effected during the middle of the 1973, construction season.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7859

Project designation S-RS-223(8)
State-Federal

Date awarded January 18, 1973

Work started February 18, 1973

Per cent completed 100% July 16, 1974
Date

Specified Completion date A=11-30-73

Actual Completion date A=7-16-74

Completion date requested A=7-16-74

SP*5296-734

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sanderson Bridge Approaches

WEEK ENDING: Aug 10 1974

SECTION PREFIX: 122-1047

HIGHWAY: Albany-Lyons

COUNTY: Linn

NAME OF JOB: Sanderson Bridge Approaches

KIND OF WORK: grading and paving

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 7859

FEDERAL AID PROJECT NUMBER: S-RS-223(8)

DATE OF CONTRACT: 1/18/73

DATE WORK STARTED: 2/18/73

~~[illegible]~~ COMPLETION DATE ~~6/30/74~~ a & b. 7/16/74 ~~[illegible]~~

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: a. 11/30/73; b.7/31/74

PERCENT OF TIME ELAPSED: a. 172 b. 97

PROJECT AUTHORIZATION: $ 1,024,733.62

EXCLUSIVE OF ENGINEERING: $ 943,477.21

ENGINEERING AUTHORIZATION: $ 81,256.41

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~[illegible]~~ 965,000

ENGINEERING COST TO DATE: $ 98,300 this week 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103.7

ESTIMATED PERCENT OVERRUN ~~[illegible]~~: + 2.3 ~~xx~~ %

PERCENT OF AUTHORIZATION: 121 %

DATE PROJECT WAS COMPLETED: July 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
~~95~~ 100	~~99~~ 100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.33	3.33			5.67
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	3.33	3.33			5.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	96,400 cy	82,300 T			26,080 T
TOTAL QUANTITIES CORRECTED TO DATE 116,100	~~96,400~~	~~46,000~~ 46,450		27,470	~~26,080~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE 116,100	~~96,400~~	46,450			27,470
AVERAGE DAILY QUANTITIES this week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			b.
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dozer__, scraper__, pkup__, dump truck__, water wagon__, rollers___, blade__, loader__, pavers__, broom__, CTB trimmer__, CTB plant__, oil distributor__,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERA DESCRIPTION OF ACTIVITIES FO THE WEEK

SUNDAY	
MONDAY Aug 5	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work by contractor.

Semi-final estimate was submitted to Region Office on Tues.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED Original Signed by Keats Oliver LOCATION Albany

Keats Oliver, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7859

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 2, 1974

FILE: NOTED
H. S. COULTER

FROM:
C. T. Keasey
Construction Engineer

TO:
C. O. Fredrickson
Regional Engineer
SALEM

Attention: Gerald Wimer

SUBJECT: Proposed Project Extension
Sanderson Bridge Section
Albany-Lyons Highway
Contract No. 7859

The proposal to extend the subject contract to include paving the shoulders and overlaying the existing pavement on the 0.73 mile section from the South Santiam Highway to the beginning of the present project has been discussed with Administration and is not approved.

Assuming that improvement is needed, please consider including this section in a construction program in its priority position for future construction.

CTK:fr

cc: H. S. Coulter

7859

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 28, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Proposed Extension
Sanderson Bridge Section
Albany-Lyons Highway
Contract No. 7859

Attached is a proposal from Region II in which they recommend that the 0.73 mile section from the junction with the South Santiam Highway to the westerly end of the subject project be improved by overlaying and paving of the shoulders to provide full 12 foot travel lanes with 6 foot shoulders.

The existing highway has a nominal width of 22 feet of pavement with 7 foot shoulders.

This is a minor betterment type project which would better be done by a separate State construction project or, if federal funding could be obtained for this type of work, by a separate F.A. contract project.

The improvement of this section did not enter the discussions at the time the current project was proposed.

The section is outside the project limits of the current project and would require re-programing to obtain Federal-aid. Since the current project is so near completion, and considering the time which would be required to re-program to include this section, I do not recommend extension of this contract.

If the section is in need of improvement, it would be more proper to include it in a construction program in its priority position for future construction.

I agree - Proposal is not approved

CTK:fr HSCoulter

Att.

6-28-74
cy - CT Keasey

7859 STATE COPY (Coulter)

6-12-74

U.S. [illegible]ARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

WASH DC (HHO-32)
OSHD (Coulter)
(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION Oregon

IN COMPANY WITH
*See below

DATE OF INSPECTION 6/12/74	INSPECTION MADE BY P. V. Riedl, Area Engineer Original signed by P. V. RIEDL	PROJECT NO. BR-S-223(7)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED % 98	WORK COMPLETED % 100

COPY SEN
JUL 05 1974
Washington

SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY
Grading & Structure

A final inspection was held on the phase A portion of the project on February 22, 1974 with the following people in attendance:

Gerald W. Wimer, Region II Construction Engineer, OSHD
A. Harwood, Construction Field Engineer - Bridge, OSHD
Jack M. Martin, Resident Engineer, OSHD
Scott Hanson, Project Supt. Willamette Western Corp.
Paul Riedl, Area Engineer, FHWA

This inspection covered the completion of the bridge which was finished on February 18, 1974

Phase B was completed on June 7, 1974 and a final inspection was made on June 12, 1974 with the following people in attendance:

Gerald W. Wimer, Region II construction Engineer
Keats Oliver, Resident Engineer
Jack Martin, Resident Engineer
Paul Riedl, Area Engineer, FHWA

The phase B portion covers the removal of the old structure. All work has been satisfactorily completed. Two extensions of time requests have been approved; one to extend Phase A time to January 21, 1974 and the second for a 28 day extension of time. The project was completed within the time allotted.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
[illegible] 6 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

LINN COUNTY
BOARD OF COMMISSIONERS

P.O. Box 100
ALBANY, OREGON
97321

TELEPHONE:
926-4495

COMMISSIONERS:
BURL INGRAM, CHM.
GEO. K. MILLER
VERNON SCHROCK

STAFF ASSISTANT:
JON LEVY

April 9, 1974

Department of Transportation
State of Oregon
2960 East State Street
Salem, Oregon 97310

Re: Sanderson Bridge.

Gentlemen:

The Linn County Board of Commissioners wish to commend the State Highway Department on the fine new structure, Sanderson Bridge.

We are happy to accept this bridge and it is an asset to Linn County.

Sincerely,

LINN COUNTY COMMISSIONERS

Burl Ingram
Vernon Schrock
Geo. K. Miller

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
TE HWY ENGR
APR 1974
REFER TO
Hunter
FOR

Info	[illegible]	[illegible]/D	D/R	Sign	Act	File
					✓	

RECEIVED
APR 22 1974
BRIDGE DIVISION

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 80710
0-0-72-17

October 19, 1973

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to our letter August 30, concerning construction of Sanderson Bridge Section, Albany-Lyons Highway in Linn County and installation of automatic gates at new grade crossing CC-696.9 near Crabtree.

This is to advise that installation was completed and gates were placed in service on October 8, 1973.

Yours truly,

Chas T. Babers

cc: Mr. Lon Topaz
Assistant Commissioner
Public Utility Commissioner
Salem, Oregon 97310

xc: H.S. Coulter
H. L. Young
C. O. Fredericksen
Keats Oliver

NOTED
H.S. COULTER

RECEIVED
OCT 23 1973
UTILITY UNIT

RECEIVED
OCT 24 1973
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

NOTED
J. M. CARTWRIGHT

7859

OREGON STATE
HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
OCT 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 2, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Widening of Grade Crossing
Crossing No. CC-697.0
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
R/W File: 76264
Contract: 7859
PUX 856
Your File: GMO 80710
0-0-72-17

NOTED
E. S. HUNTER

Dear Sir:

I have been advised by the Resident Engineer on the Sanderson Bridge Section of the Albany-Lyons Highway near Crabtree that the grade crossing installed recently by your forces is not of proper width relative to the highway. The width they installed, and as shown on the agreement, is 54'. Subsequent to the agreement drawings being made out, there was a revision in the plans providing for a left turn refuge westerly of the grade crossing, which in turn involved a taper from 24 to 12 feet being made through the grade crossing. As a result of this, the grade crossing planking needs to be extended an additional nine feet in order to provide sufficient width for the travel lanes and the bus stop lanes, shoulder, etc.

Our Resident Engineer on the project informed me the crossing needs to be one foot wider on the north end of the planking and eight foot wider on the south end of the planking. I have informed him that this is not feasible since the existing planking would all have to be removed and moved the one foot, resulting in damage to the planking and to the ties. In lieu of this, I have suggested that all nine foot be added to the south end of the crossing and then whatever warping be made necessary be make the crossing fit the roadbed. This warping will havewto be consistent with the flashing light and drop-arm gate pedestals which have been installed sufficient to provide the 63' wide grade crossing. I have also been informed that the reinforced rail through the crossing is of sufficient length to provide for the 63' total width crossing.

Please contact the Roadmaster and have this additional nine foot of plank installed on the south end of the crossing as soon as possible, so that our work in the area may be completed. I would appreciate it if the Resident Engineer on the project, Mr. Keats Oliver in Albany, could be notified when your crews will be in the area to install this additional planking. As per the agreement, the cost for the installation of this additional planking will be at State expense.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - San Francisco

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
✓ V. E. Skoog
L. H. Young
J. B. Boyd
C. O. Frederickson
Keats Oliver
J. W. Valentine

7859

5

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

August 30, 1973

#11[illegible]

To: Mr. Gerald Wimer
Regional Construction Engineer

SUBJECT: Sanderson Bridge Section
Revetment Design
Albany-Lyons Highway
Linn County

On August 27 I met with Messrs. M. D. Brands and Charles Bellinger of the Portland District Corps of Engineers to discuss our proposed design for the revetment along the easterly bank. They suggested that the revetment of Alternate 2 be continued upstream along the old oxbow and tie into one of their revetments; however, no strong objections were made to ending it at our right of way line as shown. I explained that funds were not available to do the work they were suggesting and that condemnation probably would be required to obtain the right of way.

Two changes were suggested on the typical sections for the project. These changes are shown in yellow on the attached sheet.

The following day I met with Mr. Jack Martin, Resident Bridge Engineer, to explain these changes and to help in finalizing the revetment design. Since the contractor has elected to use the same subcontractor for the revetment as he is using for the spur dike, it is felt that Class III riprap (Corps of Engineers specification) can be used for both the spur dike and revetment, thus eliminating Class 2000 riprap from the project.

NOTED
E. S. HUNTER

I concur with Mr. Martin on the design and do not foresee any problems if the Corps of Engineers specifications are adhered to.

Richard L. Lenz
Hydraulics Engineer

By Stephen H Macnab
Stephen H. Macnab
Hydrologic Engineer

Attachment

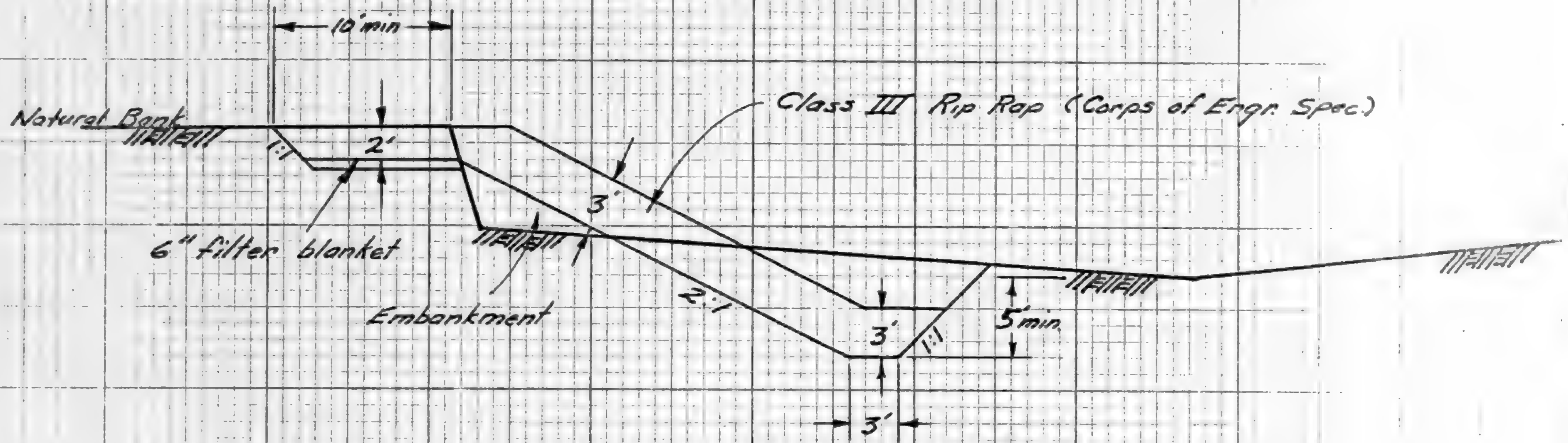
SHM:mc

cc E. S. Hunter ✓
Victor D. Wolfe
C. T. Keasey
Jack Martin

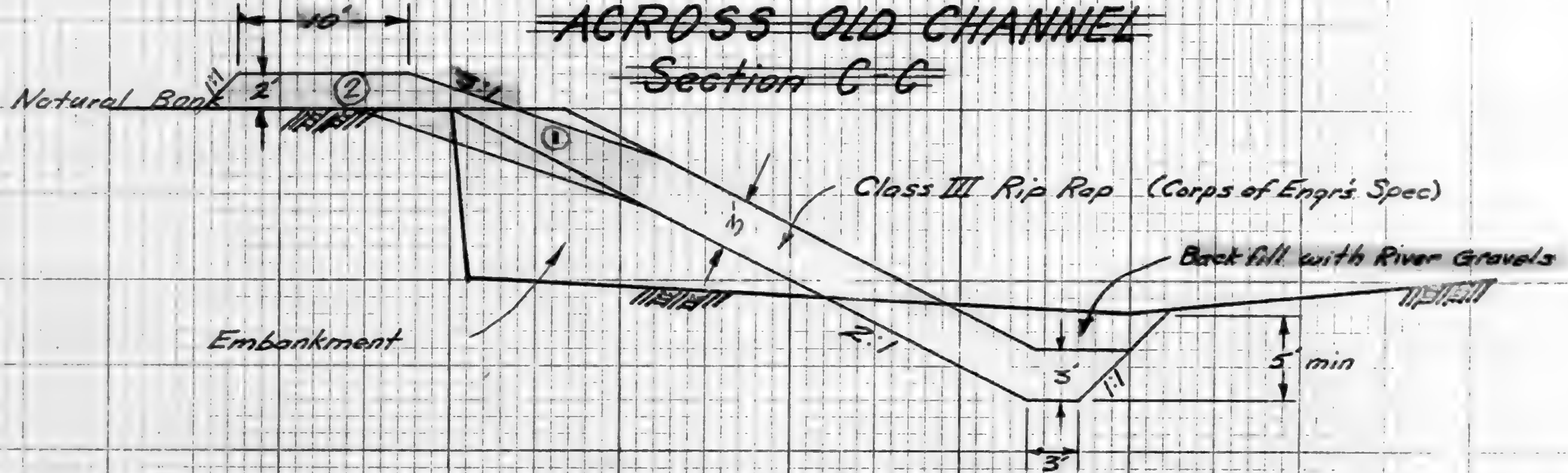
RECEIVED
AUG 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

TYPICAL SECTIONS



~~ACROSS OLD CHANNEL~~
~~Section C-C~~


10'
1:1
Natural Bank
2'
②
2:1
①
3'
Class III Rip Rap (Corps of Engr's Spec)
Back fill with River Gravels
Embankment
2:1
3'
1:1
5' min
3'

ALONG NATURAL BANK
Section B-B

122-1047 5

FORM E-30

#-1227

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 16, 1973

TO Jack Martin
RESIDENT ENGINEER

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Proposed Revetment Extension
Sanderson Bridge Structure
Albany-Lyons Highway

Bryant Jackmond and I met with Glen Hossner, Herb Schell, Bill Kappus, Thursday, August 9.

They reiterated approval of only the shorter alternate no. 2. However, they did indicate we could proceed without their blessing. Their participation would be limited to a $1,385,478.00 project including the $10,000.00 preliminary engineering. Any cost in excess would have to be born 100 percent by the State.

A review was held with H. S. Coulter, C. T. Keasey, and C. O. Fredrickson August 10 and 15. After reviewing all of the facts, Mr. Coulter instructed "proceed with alternate no. 2 as approved by FHWA."

Therefore, commence negotiations with your contractor. This should include a documented review with the Fish Commission.

Also attached is a supplemental hydraulics report from Victor Wolfe. It is for your guidance in what your contractor may be allowed to do in the way of temporary channel rerouting. Any arrangements for trying to make this rerouting permanent would be by subsequent instructions.

GW/ek
Attachs.
cc: H. S. Coulter ✓
C. T. Keasey
Keats Oliver

RECEIVED
[illegible] 1973
Office of
Assistant State Highway Engineer

122-1047

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Proposed Revetment Extension
Sanderson Bridge Structure
Albany-Lyons Highway

Your June 15, 1973 letter instructed extending the revetment on the right bank of the South Santiam River in accordance with alternate no. 1 of the hydraulics unit study. They recommended this alternate estimated to cost $60,000.00. Administration had also approved the plan.

Several subsequent on site meetings and other discussions have been held with the FHWA. Personnel from your staff have participated in most of these. Unfortunately, their Division Engineer, G. L. Green by the attached July 26, 1973 letter has only approved the shorter alternate no. 2.

The matter has been reviewed with Assistant State Highway Engineer, E. S. Hunter and Assistant Attorney General, Jack L. Sollis. Mr. Sollis's July 31, 1973 opinion is attached. Mr. Hunter gave these observations:

1. We frequently do not go far enough with protective efforts resulting in far more costly future repairs.

2. The longer revetment should be constructed unless we can say with certainty that we will not contribute to abutting owner damage. This cannot be said.

3. Even though the FHWA has indicated we do not need their concurrence on this secondary project for the longer revetment, every effort should be made to secure it. It is intended to hand deliver FHWA District Engineer, Glen Hossner's copy of this letter and seek his further review.

There are other reasons for construction of the longer revetment. These are:

1. Whenever a revetment is constructed, it is usually done by simply reshaping the then existing bank. Meaning that if we wait a period of time to revet the stream bed will be wider than presently exists. It is already too wide. So any revetting to be done should be done before anymore erosion occurs. This will also retain a uniform stream alignment at the bridge end rather than eventually making the stream wrap around the end of any presently to be constructed revetment.
2. The five reasons given in Hydraulic Engineer, Steven H. McNab's June 7, 1973 report.
3. Mr. Green's letter implies concurrence with Mr. McNab's recommendation. If truly so, they should have concurred with alternate no. 1.
4. We are in contact with the Corps of Engineers. They have no funds available for such protection. Even if they did, they will not participate because of our Federal funds. They are reviewing Mr. McNabs proposals. We should not wait for their finding.
5. The Hydraulics Unit is submitting data for conformance to the last paragraph of Mr. Green's letter. It should be pointed out, we will not direct the contractor to do so. However, we will make the plan available to him, and anticipate his compliance unless there is some unusual expense. After he is through, we can consider other further work in the channel at project cost if justified.

GW/ek
Attachs.
cc: Glen Hossner
Keats Oliver
Jack Martin

6-15-73
Proceed w/ Alt #2
as approved by FHWA
H S Caulton

LEE JOHNSON
ATTORNEY GENERAL

122-1047
122-1262 **JAMES W. DURHAM**
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

REGION 2 ENGINEER
RECEIVED
AUG 1 1973
F LE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

July 31, 1973

Mr. Gerald Wimer
Regional Construction Engineer
East Salem Highway Building
Salem, Oregon 97310

Re: Revetment Problem
Contracts No. 7859 and 7790

Dear Mr. Wimer

With regard to our discussion concerning the revetment problem on the above contracts, this will confirm my verbal communication to you that the State would be liable for any damage to abuttal property, above or below the proposed revetment, that could be attributable to the placing of the revetment material. In all cases where the State changes a natural condition of a river or creek, any damage that can be attributable to that change is compensable.

There is one additional factor that should be considered and that is, whether or not any property that has a potential to be damaged has any value. There are certain areas in which the property that might be damaged does not have any significant value and this is a consideration to be given when revetment work is done.

In conclusion, it would have to be an administrative determination as to whether there is a possibility for future damage to the abutting land as a direct result of the installation of the revetment material by the Highway Division and that the land damaged does have any significant value.

Sincerely

Jack L. Sollis

Jack L. Sollis
Assistant Attorney General

cs

7859

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 26, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project BRS 223(7)
Sanderson Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

You have requested our review of the Sanderson Bridge spur dike and revetment problems at the east end of the structure. We have the following information: (1) Macnabs "Revetment Project" report dated June ~~17~~7, 1973; (2) Aerial mosaics dated January 19, 1971, December 17, 1971, May 29, 1972, and April 3, 1973. A field review of the project was made on June 26 with your people and the matter was then referred to our Regional Hydraulics Engineer, Gene Fiala.

We agree with Mr. Macnab's recommendation of Alternate II as the protection for the east end of the bridge. The Corps of Engineer's specifications for revetment construction has been field proven and recommended for this work.

The work required to open a full-sized channel under the main span of the structure could be considerable. There is ample bridge to take the peak river flow and we do not propose that you consider additional structure. We propose that you see how the contractor accomplishes his river diversion back under the main span and evaluate its further effectiveness. This would probably take a minimum hydraulic analysis and should fix the extent of any additional work that is necessary.

G. L. Green

G. L. Green

7-31-73
CC
C. Fredrickson
Wolfe - Hyd. analysis
Hart
Young

NOTED
E. S. HUNTER

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 30 73
REFER TO
Hunter
FOR

Info	Legal	A/D	D/R	Sign	Act	File
					✓	

7859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 13, 1973

Mr. M.D. Brands
Dam and Flood Control Section
Portland District Corps of Engineers
2850 SE 82nd Avenue
Portland, Oregon 97266

NOTED
E. S. HUNTER

Dear Mr. Brands:

In response to our telephone conversation of August 7 concerning the State's construction of a revetment along the easterly bank of the South Santiam River upstream from the new Sanderson Bridge, enclosed is a copy of our report on the project. The two design alternates are preliminary in nature and will be finalized when more complete field data is available.

Questions have been raised on Alternate 2 concerning the stability of the revetment across the old channel where it is subject to periodic inundation. An apron section on top of the bank is planned for that area similar to the revetment constructed in the Willamette River overflow at Harrisburg. Is this a reasonable treatment in an overflow area?

We would appreciate your comments on this question and on the project in general. If there are other types of bank protection which might be considered, please include them in your review. Your early consideration will be appreciated since we hope to complete the project during the remaining days of this construction season.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

Stephen H. Macnab
Hydrologic Engineer

Attachment

SHM:jp
cc: E.S. Hunter ✓
V.D. Wolfe
C.T. Keasey
G.W. Wimer

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7859

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1973

SUBJECT: Low Water Channel Change
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

To:
Mr. C.T. Keasey
Construction Engineer

NOTED
E. S. HUNTER

In response to a letter from Mr. G.L. Green dated July 26 suggesting a hydraulic analysis of the contractor's proposal to divert the low water channel under the main bridge span, an aerial mosaic showing the location and size of this channel as suggested by the Hydraulics Unit is attached.

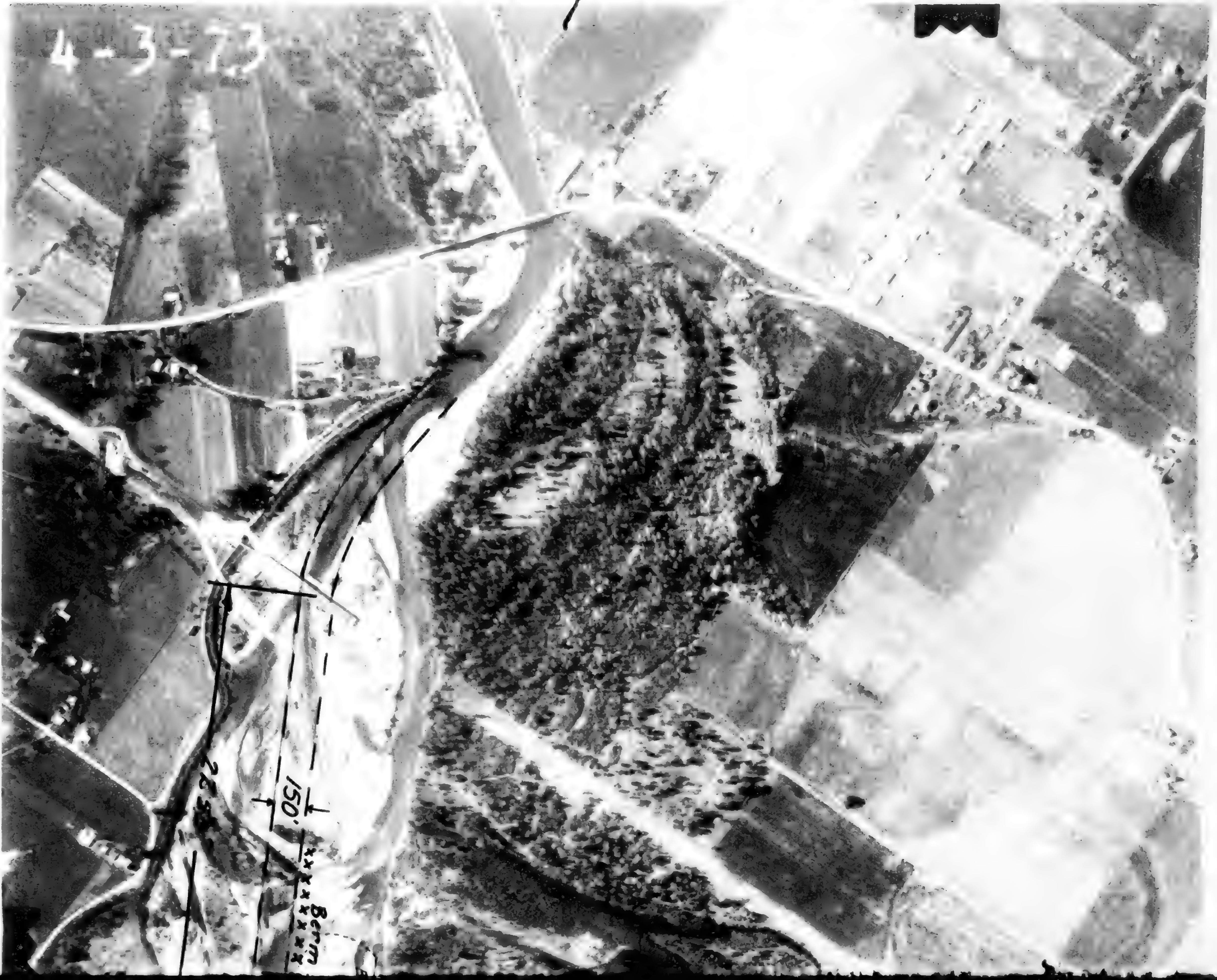
A berm consisting of river gravels has been recommended across the present low water channel and along the westerly side of the borrow area as shown on the aerial mosaic. The berm should be constructed to an elevation equal in height to that of the point gravel bar immediately upstream in order to prevent water from bypassing the channel change during normal river stages. During the first major highwater this berm will probably be breached and washed out; however, it is hoped that prior to that time the river will locate itself in the new channel and enlarge it by natural erosive processes.

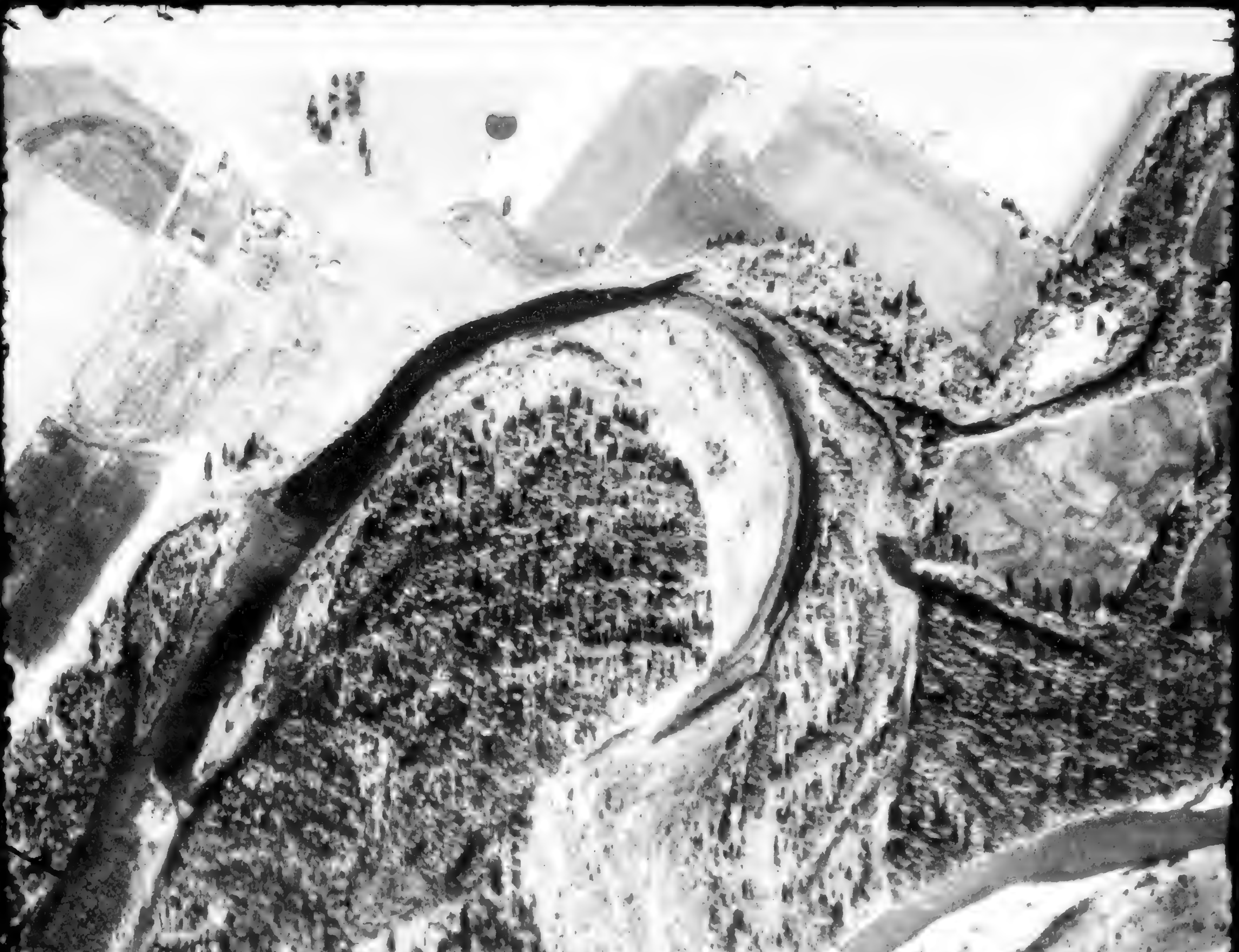
It should be pointed out that because of the braided nature of the South Santiam River in this reach, no assurances can be given that the river will continue to use this new channel following the first flood season. It is the nature of a braided stream to maintain several low water channels which shift locations periodically.

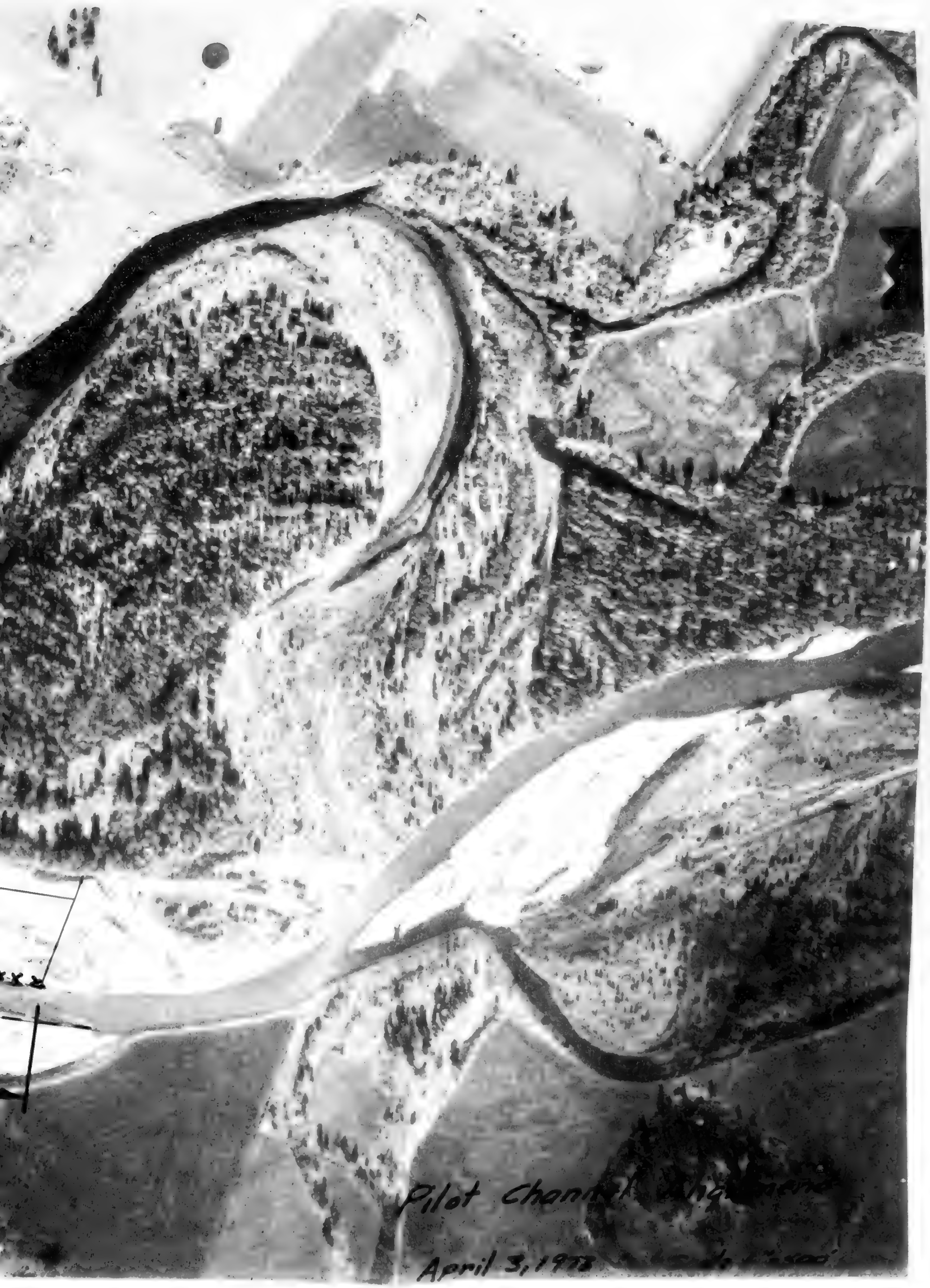
Victor D. Wolfe
Victor D. Wolfe
Location Engineer

SHM:jp
Attach
cc: E.S. Hunter ✓
G.W. Wimer
R.L. Lenz

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


4-3-73
150'
Berm
22 S


Borrow
Area
Berm
Pilot Chann
April 3, 1978



Pilot Channel Enhancement

April 3, 1978 [illegible]

7859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

July 9, 1973

Re: Sanderson Bridge
Albany-Lyons Highway
F.A. Proj. No. S-RS-223(8)
Contract No. 7859
On-The-Job Training

Gentlemen:

Your proposed training programs for the four trainees to be provided under this contract have been reviewed by the Federal Highway Administration. Your programs for the Carpenter apprentice, one Operating Engineer trainee and one Laborer trainee have been approved. The State will participate in the training costs for these three training positions as provided in the special provisions.

The second Laborer's training position has not been approved in order that a more reasonable balance be achieved amongst the work classifications receiving training. The remaining training position should be filled in some craft other than Laborer, unless specific circumstances make such training unreasonable.

You are therefore requested to submit a training program in some craft other than Laborers, or justification why training in some other craft would be unreasonable by August 1, 1973.

If you have any questions regarding this request, please feel free to contact me.

Very truly yours,
C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: H. S. Coulter (w/att.)
Gene Huntley
C. O. Fredrickson
Keats Oliver

RECEIVED
JUL 10 1973
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 2, 1973

In reply refer to: 10-35-DA/961

SUBJECT: Oregon S-RS-223(8)
Sanderson Bridge
Contract No. 7859
On-the-Job Training

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Your June 25 letter submitted training for four trainees, one carpenter, one operating engineer, and two laborers. To provide a more reasonable balance among the work classifications it is our view that only one laborer trainee would be appropriate on this project unless specific circumstances make training in other classifications unreasonable.

Accordingly the proposed training programs for the carpenter, operating engineer, and one laborer meet the requirements of the training special provisions under FHWA Order Interim 7-2(2) and are approved. The remaining training position should be filled with other than a laborer.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 9, 7-3-73

Cy [illegible]

7-3-73
Keasey
TAK

Routing
Keasey
Walker
RECEIVED
JUL 5 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

7859

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 25, 1973

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Sanderson Bridge
Albany-Lyons Highway
F.A. Proj. No. S-RS-223(8)
Contract No. 7859
On-The-Job Training

Dear Sir:

Attached for your review are four copies of Morse Bros., Inc.' proposed training program.

One Carpenter is to be trained in accordance with joint apprenticeship & training council standards. The one Operating Engineer and two Laborer training programs are as detailed.

Your approval of these training programs is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wid

J. L. Widmer
Asst. EEO Officer

JLW:fr
Attachments

bc: H. S. Coulter
Gene Huntley

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7859

5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1973

SUBJECT: Revetment Project
Sanderson Bridge Section
Albany-Lyons Highway

To: C. O. Fredrickson
Regional Engineer

FROM: Keasey
C. T. Keasey
Construction Engineer

Attached are correspondence, aerial photos, proposed revetment sketch, typical sections, estimate of cost, proposed specifications, and a copy of the hydraulics report covering a proposed revetment project along the east bank of the South Santiam River at and upstream from the subject section.

Alternate 1, estimated to cost $60,000, has been approved by Administration, and it is requested that you proceed with negotiation with your contractor to accomplish this work under a change order on the current project.

It is considered urgent that this work be done as early as possible to prevent further movement of the river channel toward the east in the area immediately upstream from the relocated highway and bridge.

CTK:fw
Enc.
cc: H. S. Coulter
E. S. Hunter
Victor D. Wolfe

RECEIVED
JUN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7859

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

1859

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 12, 1973

SUBJECT: Revetment Project
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

To: Mr. C. T. Keasey
Construction Engineer

Attached are two copies of the hydraulics report for a revetment project along the east bank of the South Santiam River upstream from Sanderson Bridge. It is the intent of this project to prevent further movement of the river toward the east, immediately upstream from the highway. Approval has been given by Mr. E. S. Hunter, Assistant State Highway Engineer

Two alternate designs are presented. Alternate 1 has an estimated cost of $60,000 and is favored for reasons given in the report. Alternate 2 has an estimated cost of $26,000 but it will not provide the degree of protection considered necessary.

Corps of Engineers specifications for riprap and revetment construction should be used for this project. The Corps has constructed numerous revetments along the South Santiam River and has had excellent success with them. Their experience in this type of construction and design should be utilized. A copy of the Corps specifications for Class III riprap is included in the report.

If you have any questions, feel free to contact Mr. Lenz or Mr. Macnab in the Hydraulics Unit.

Victor D Wolfe
Victor D. Wolfe
Location Engineer

RLL:mc

cc E. S. Hunter
H. S. Coulter ✓
Gerald Wimer
Jack Martin
R. L. Lenz

RECEIVED
JUN 14 1973
Office of
Assistant State Highway Engineer

REVETMENT PROJECT

SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY
LINN COUNTY

June 7, 1973

The purpose of this revetment project is to prevent continued easterly movement of the right bank of the South Santiam River upstream from the new highway bridge.

History

A comprehensive hydraulics study of the crossing site was conducted in May 1971. A copy of that report is attached. Following is a summary of information from the report.

1. The combined floods of December 1964 and January 1965 opened a new braided channel upstream from the bridge site.
2. The new channel in 1966 had a width of 1000 feet in comparison to a channel width of 400 to 500 feet for the old channel.
3. During the period of 1965-71 considerable channel movement took place within the braided cutoff, with the river tending to open a main channel along the easterly (right) bank and form gravel bars along the westerly bank.

It was concluded in the report that the main river channel would probably form along the right bank, in which case severe erosion of that bank could be expected as the river shifted laterally toward the east. Two courses of action were suggested to contain the river. The first proposal was to excavate borrow materials for the highway fill from the gravel bars in a specified area approximating a channel change along the revetted westerly bank and not to allow any removal of gravels from the bars along the easterly bank. The second proposal was to construct a revetment along the easterly bank to prevent further lateral movement of the river in that direction.

Proposal one was eliminated because of environmental considerations, specifically fish life. Proposal two was not given serious consideration because of the costs involved and the lack of sufficient data on the river's movements at that time to justify the expenditure.

Since 1971, aerial photographs have been taken following each flood season in an effort to observe more closely the movements of the river and to supply additional data in the event channel training works might be required. Four aerial photographs are attached to this report to show the changes that have occurred since 1971 in the subject reach. During the March 3, 1972 highwater the main river channel shifted its location from an alignment through the center of the new bridge to a position along the easterly bank. This was a movement of about 300 feet across a low bar of river gravels (see aerial photographs). Subsequent highwater during the winter of 1972-73 produced further eastward movement which resulted in the loss of an additional 25 to 30 feet of bank along centerline. It should be pointed out that the peak flows during this winter were the lowest recorded on the lower river.

Proposed Revetment

Two alternates are shown on the attached drawing of the proposed revetment project. Alternate I consists of a revetment approximately 1200 feet long which extends upstream across the old channel and ties into the high ground at the State's property line. Alternate II is a shorter revetment approximately 450 feet long which extends upstream to the old channel and then wraps around the higher ground to the east, terminating at the State's property line. Of the two alternates the longer revetment is favored for the following reasons:

1. Erosion of the right bank is not isolated to the area adjacent to the bridge. Continued bank erosion and easterly movement of the channel is anticipated upstream from the short revetment.
2. Removal of gravels by the State's contractor from the point bar along the easterly bank upstream from the old channel could increase the rate of erosion along that bank by virtue of the decreased resistance to flow across the bar.
3. Continued erosion along the easterly bank upstream from the short revetment will eventually result in loss of portions of the Orsborn property. This could result in litigation against the State.
4. Protection would be afforded approximately 3.1 acres of unsubmerged State land.
5. It would be possible for floodwaters to eventually form a channel behind the shorter revetment, thereby causing it to fail.

Although the shorter revetment project is not favored, it does have two advantages:

1. It is less expensive than the longer revetment.
2. It will protect the bank immediately upstream from the highway until such time as the river might erode behind it.

It is felt that the protection provided by the longer revetment far exceeds the advantages of the short revetment.

Revetment Design

The U. S. Army Corps of Engineers has constructed several revetments along the westerly bank of the river. Annual inspection of these projects since their construction in 1965 shows they are stable and require only minimal maintenance. It is proposed that the State construct its revetment along the easterly bank in accordance with the Corps of Engineers' specification for Class III riprap using typical sections as shown on the attached drawings.

In addition to their specifications, the Corps requires that the riprap be keyed into place by slapping the slope with a piece of armor plating approximately 5'x4' in size. This plate is dropped a distance of about three feet onto the riprap, thus leaving a smooth face which reduces the turbulence along the water-riprap interface.

In conversations with Mr. Charles Bellinger, Portland District Corps of Engineers, he indicated that he knew of only one quarry in the immediate area containing rock which would meet their specifications. This quarry belongs to Mr. Floyd Graham and is located one mile east of Lebanon. In 1965 sufficient rock was obtained from this site at a unit price of $5 per cubic yard (truck measure).

It should be noted that the revetment design presented in this report is only a preliminary plan and will require modification when more detailed information is available. A series of cross sections should be taken along the natural bank for use in the final revetment design. The five-foot blanket of Class 2000 riprap for the spur dike can be reduced to a three-foot blanked of Class III riprap if the Corps of Engineers' specifications are used.

Summary

Movement of the South Santiam River toward the east during the period 1965-73 has increased the likelihood that the river will continue to form a major channel along the right bank. If erosion of the easterly bank is allowed to continue at its present rate, the main river channel will, in the not too distant future, be located in an area easterly of the bridge abutment on the right bank. The spur dike presently shown on the bridge plans cannot prevent this movement of the river.

It is strongly suggested that consideration be given to a revetment project along the east bank as shown in Alternate 1. Only construction of the long revetment will confine the river to its present width, thus providing the maximum factor of safety against continued problems with the river upstream from the bridge.

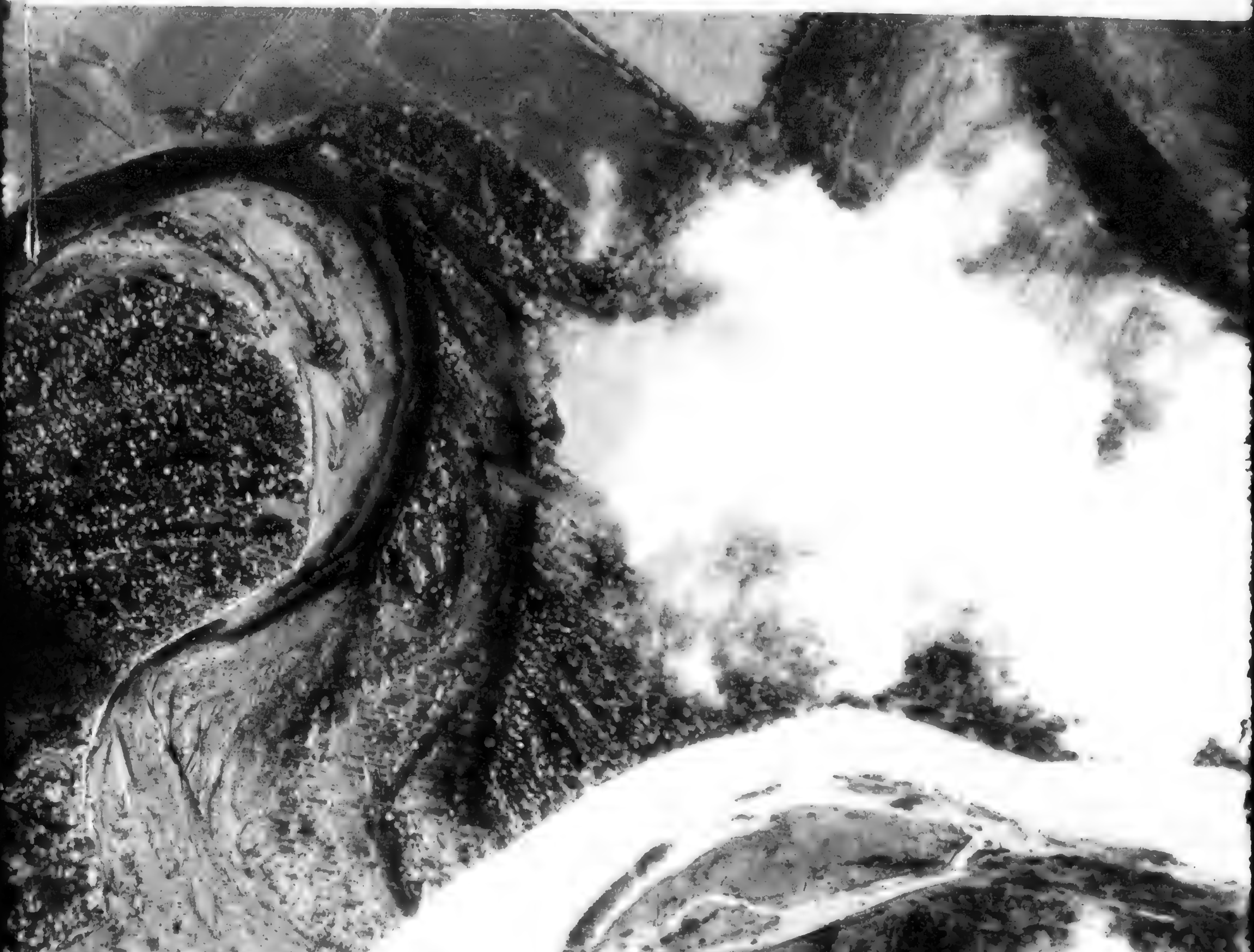
Richard L. Lenz
Hydraulics Engineer

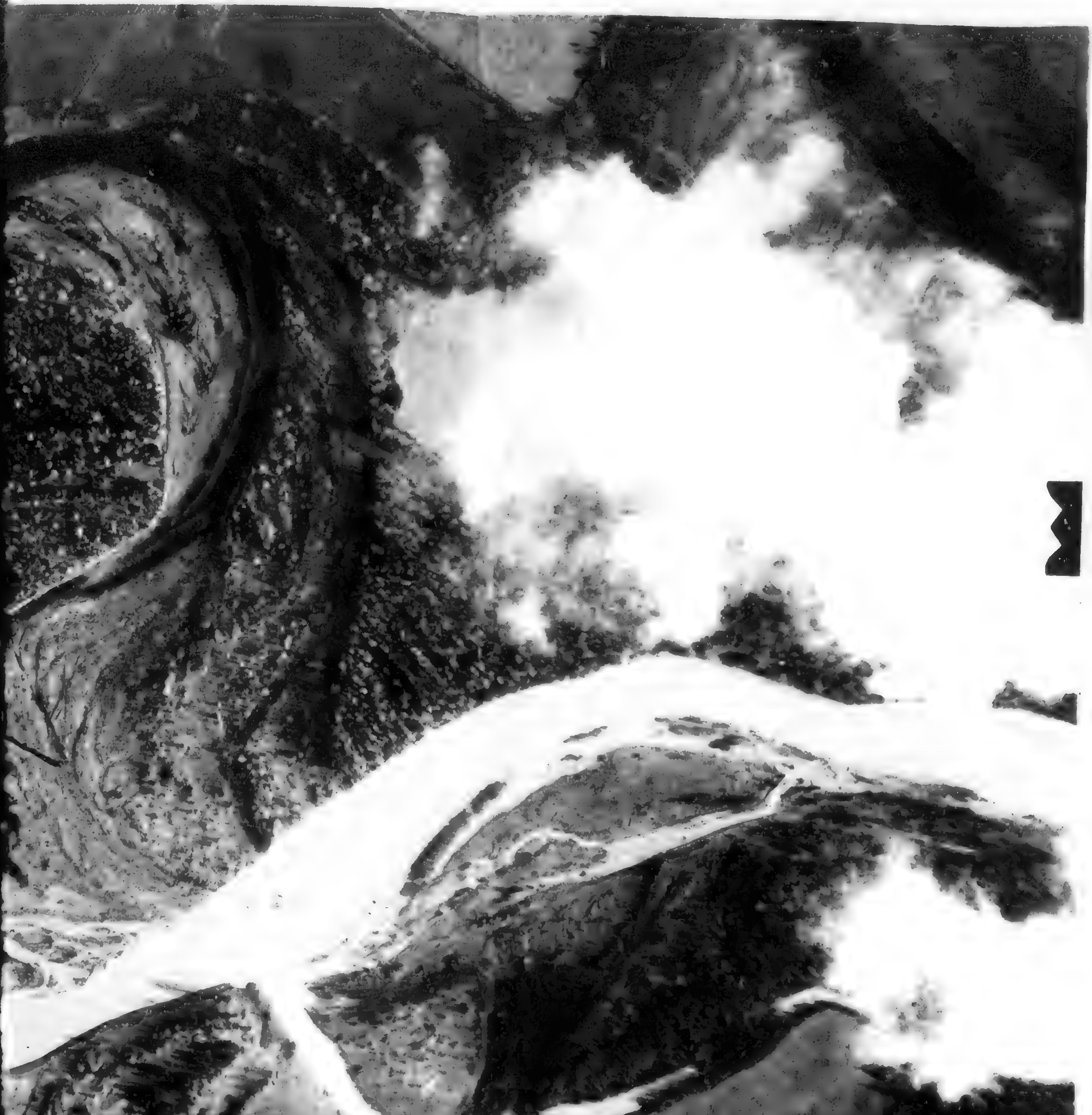
By Stephen H Macnab
Stephen H. Macnab
Hydrologic Engineer

SHM:mc

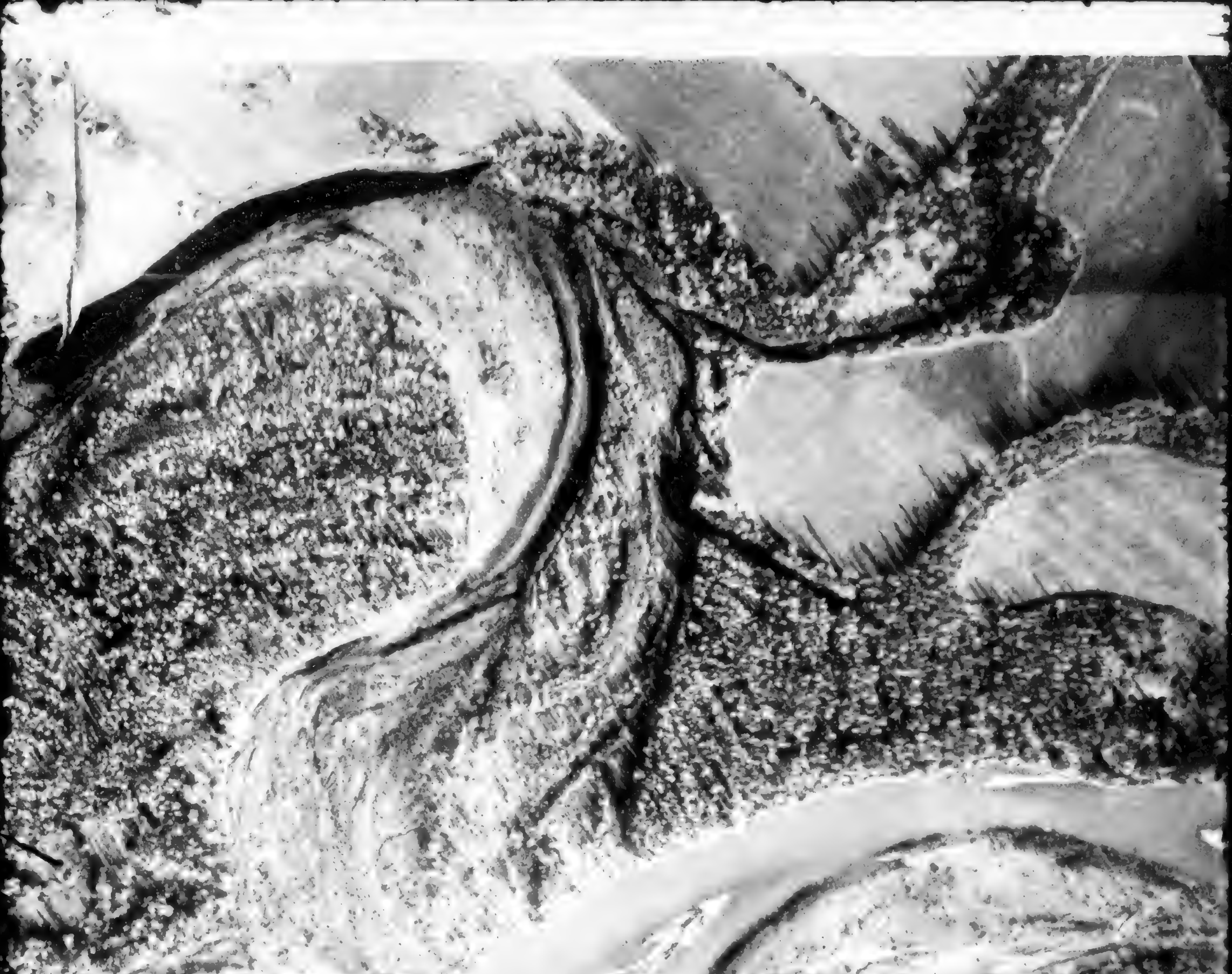
cc Victor D. Wolfe
C. T. Keasey (2)
Gerald Wimer
Jack Martin

.71

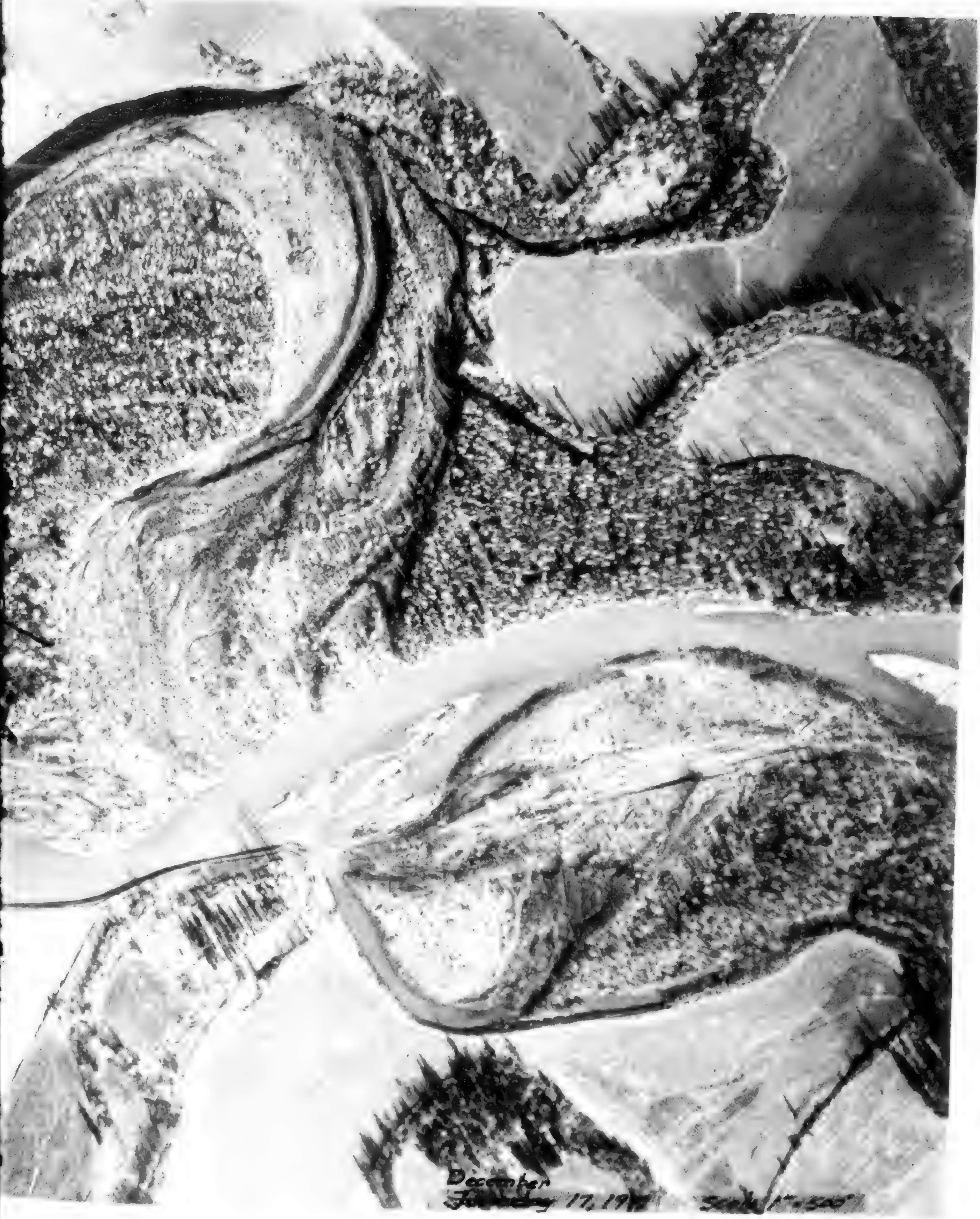




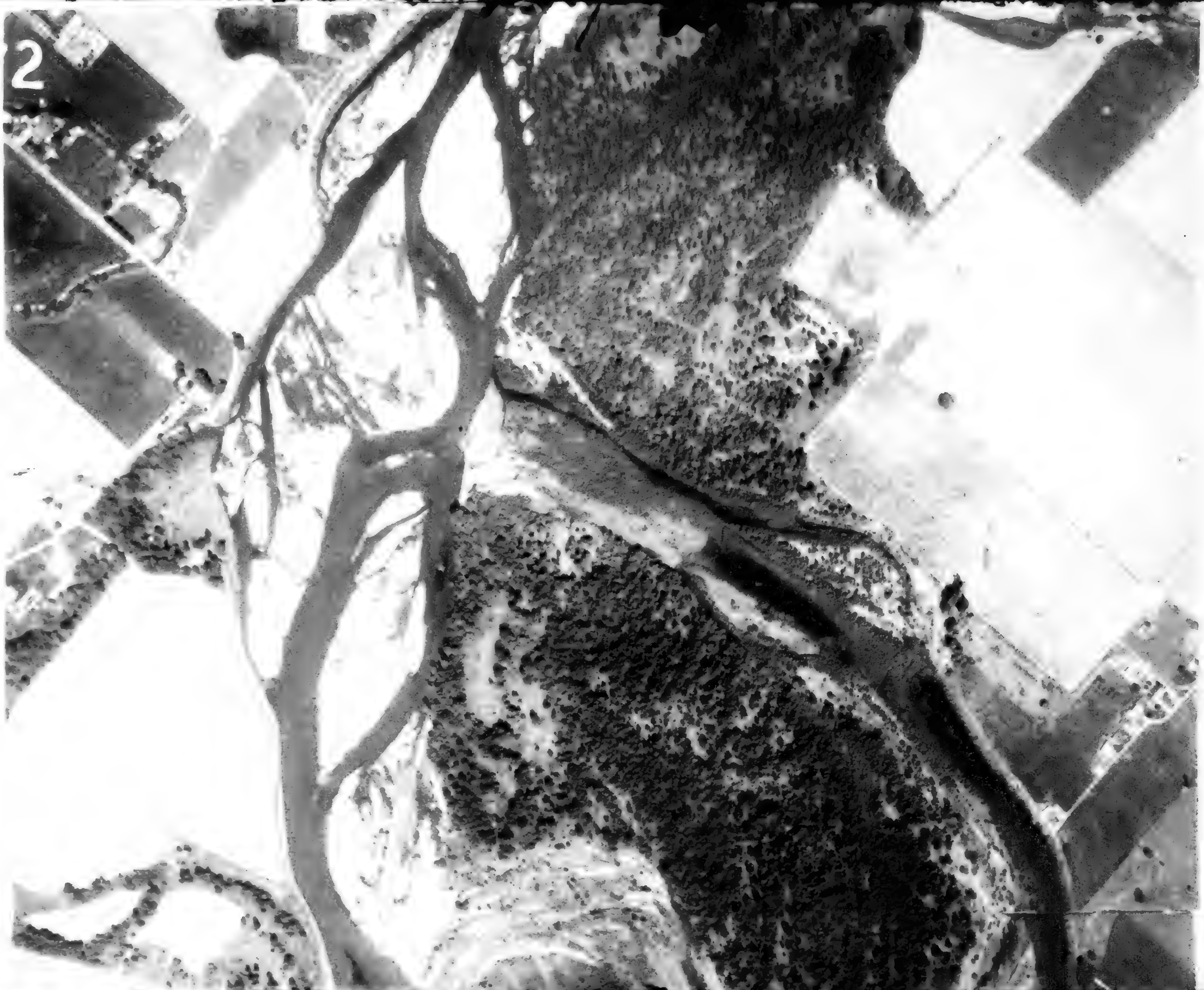
1

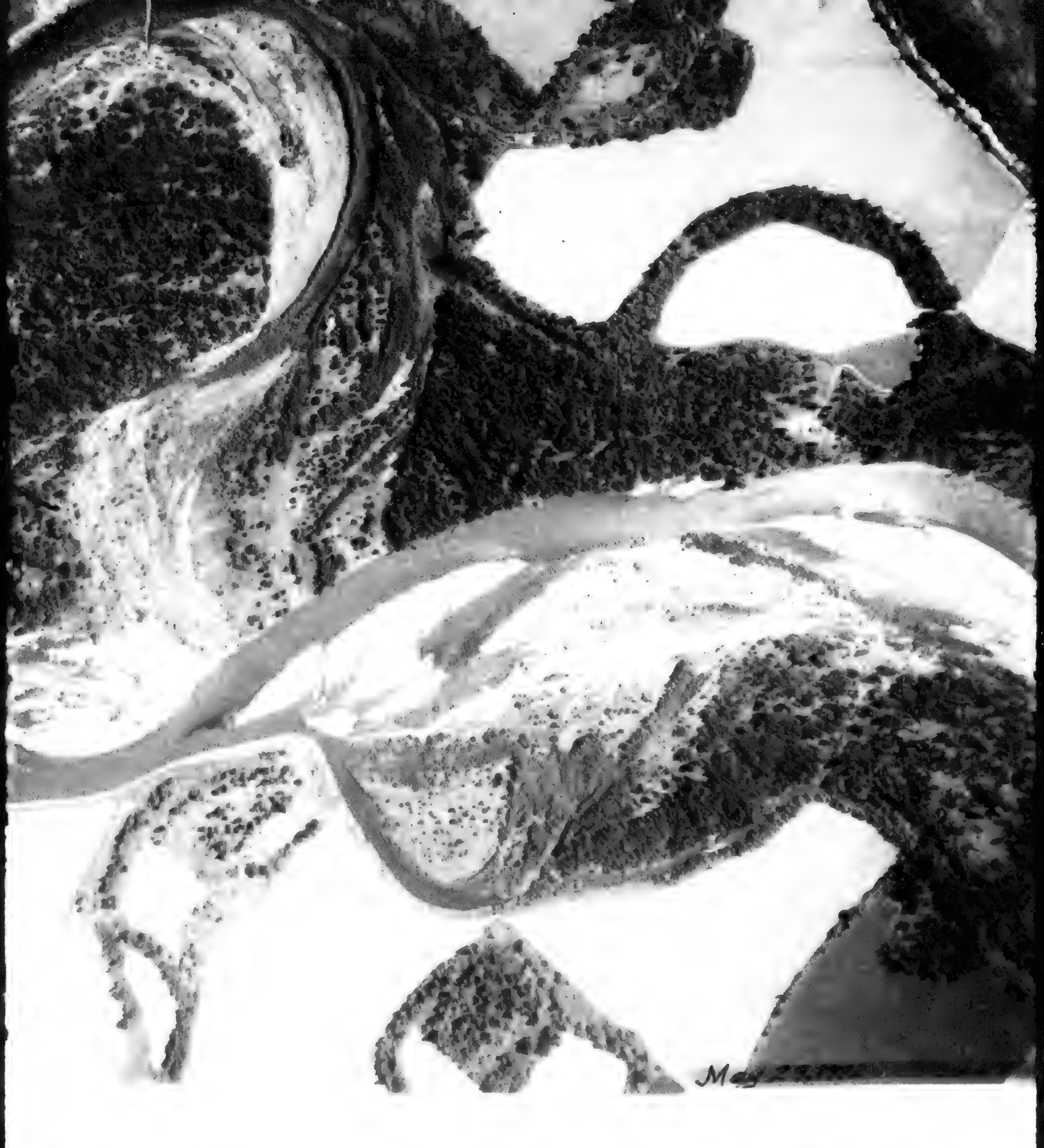


December
~~January~~ 17, 1977 Scale 1"=500'

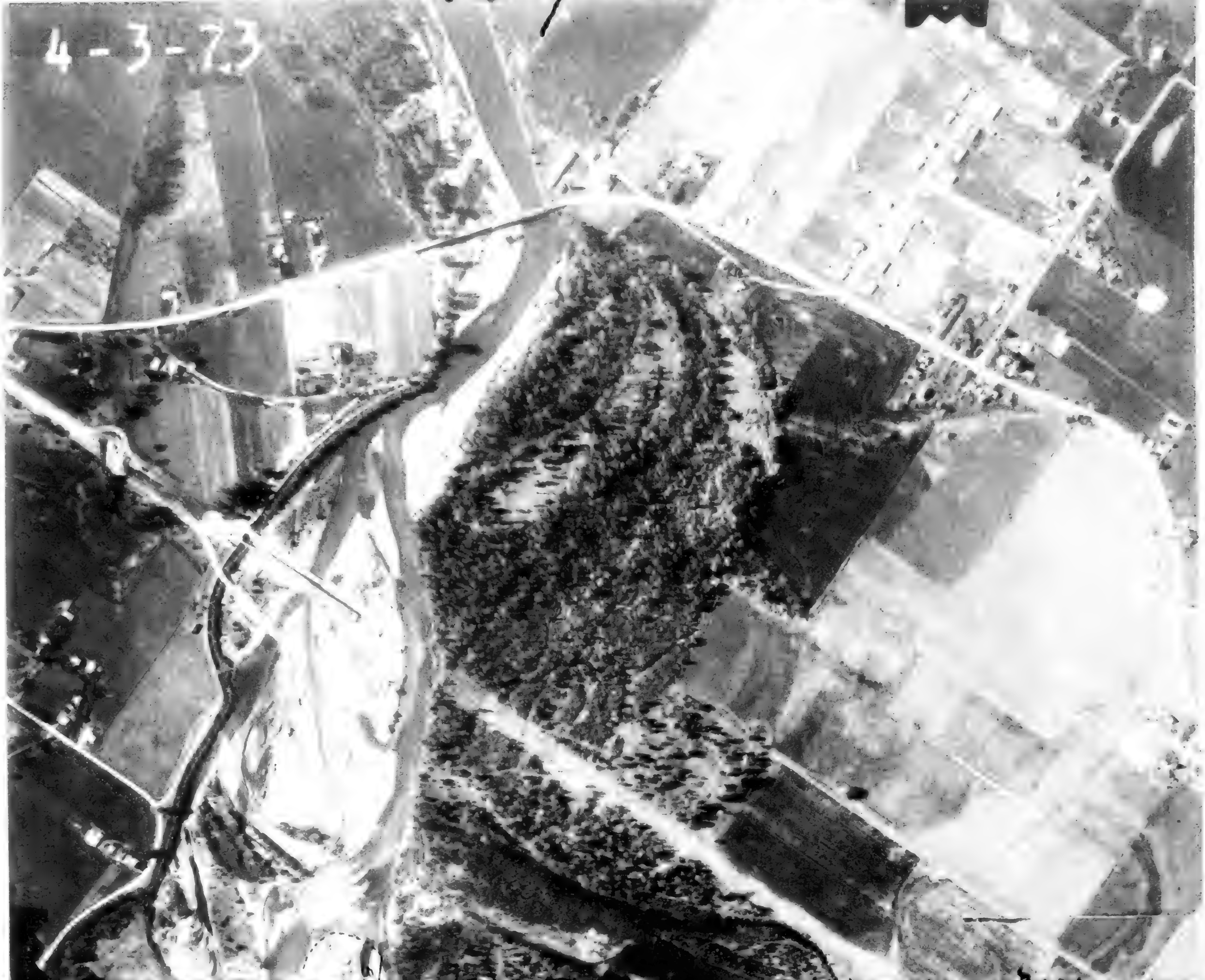


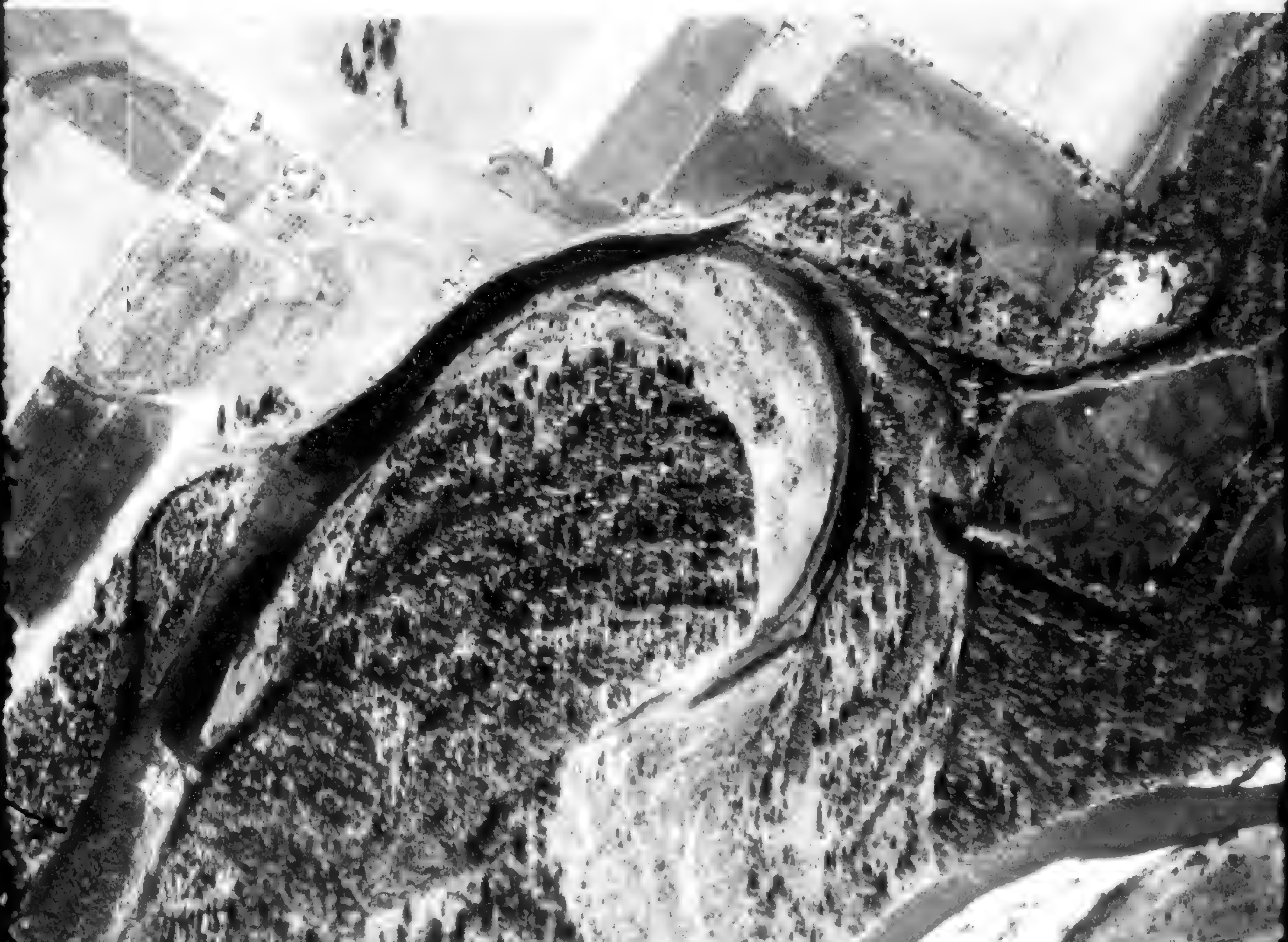
December
[illegible] 17, 19[illegible] Scale 1"=500'

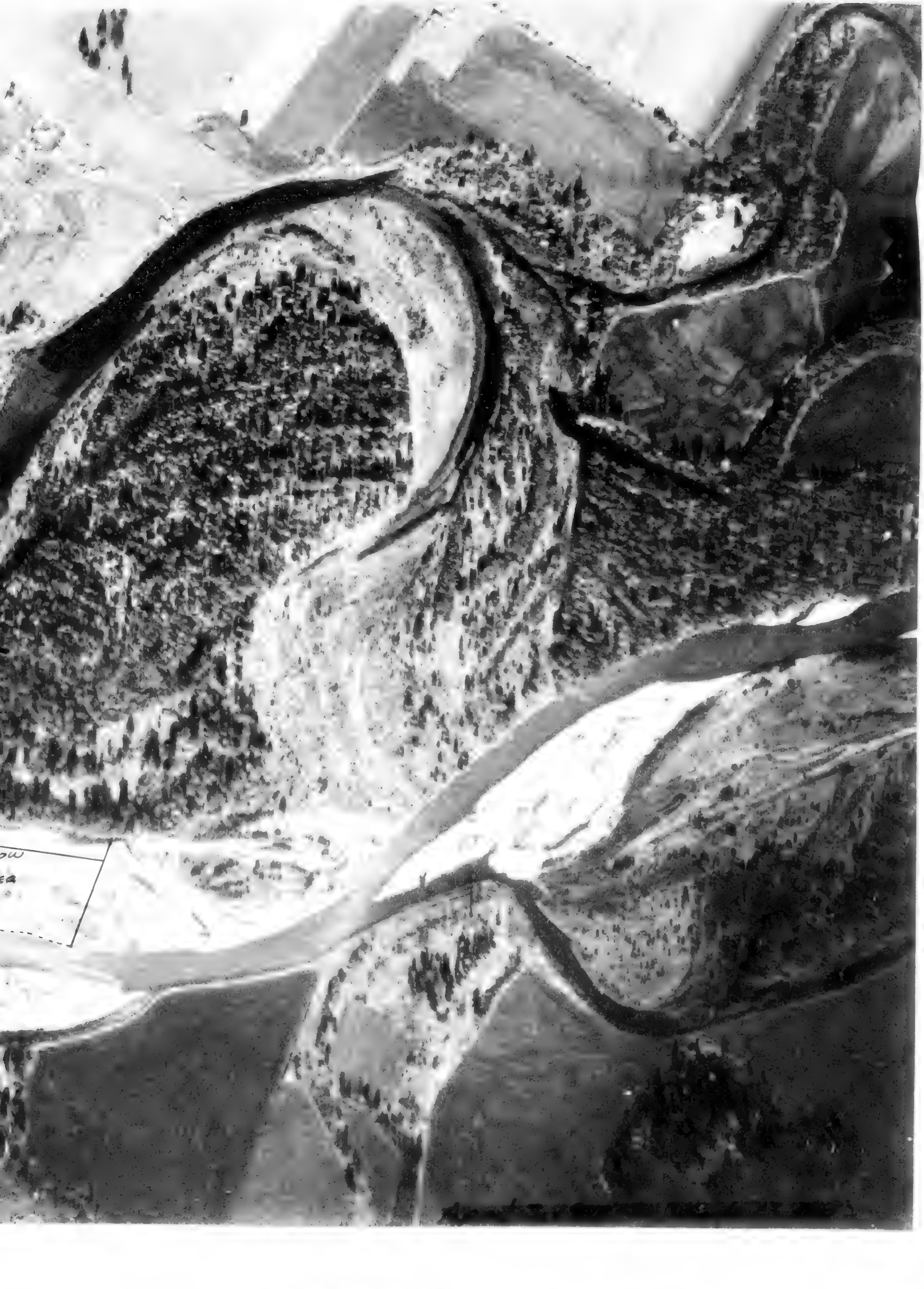

2

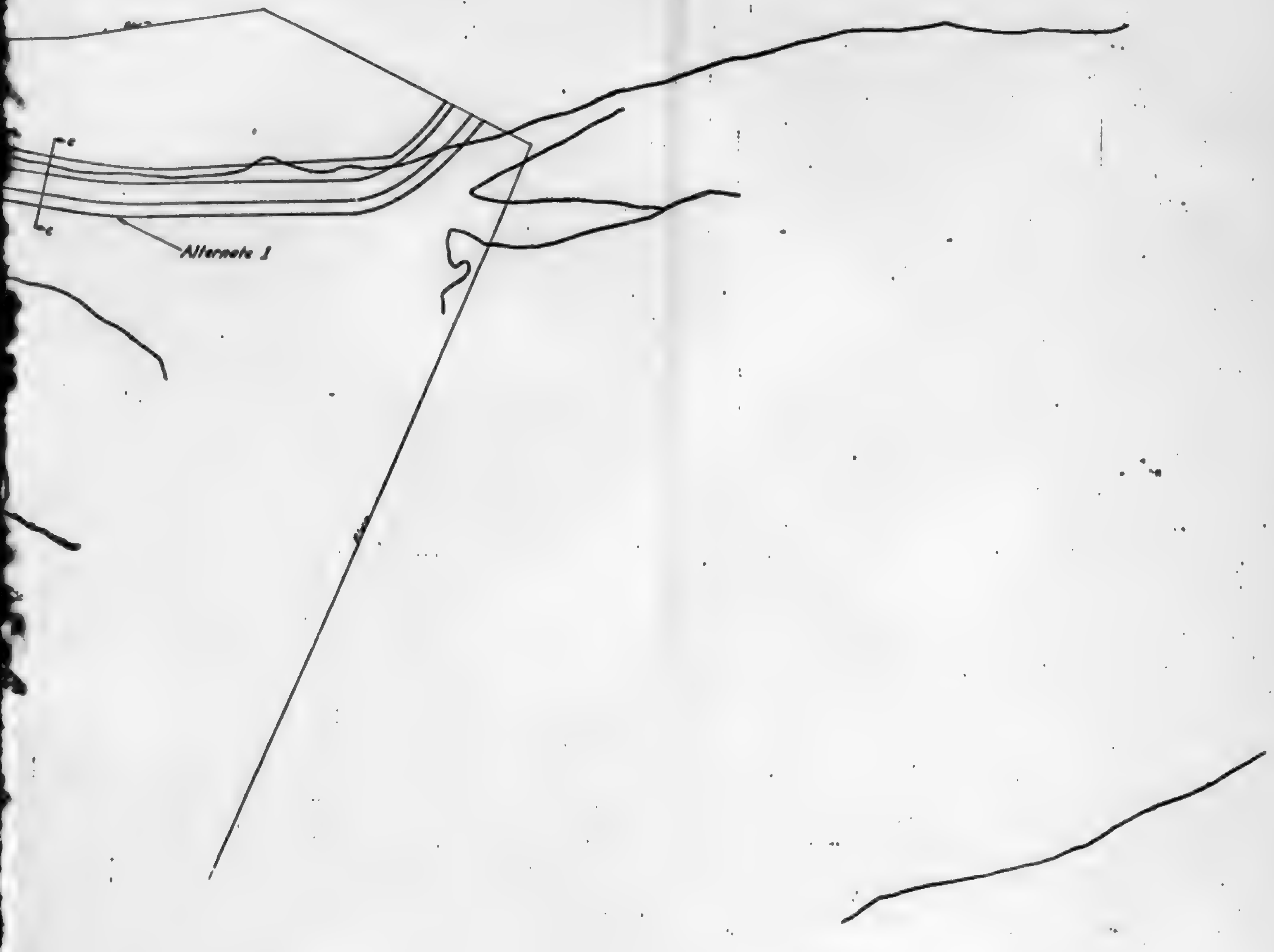


May 29


4-3-73

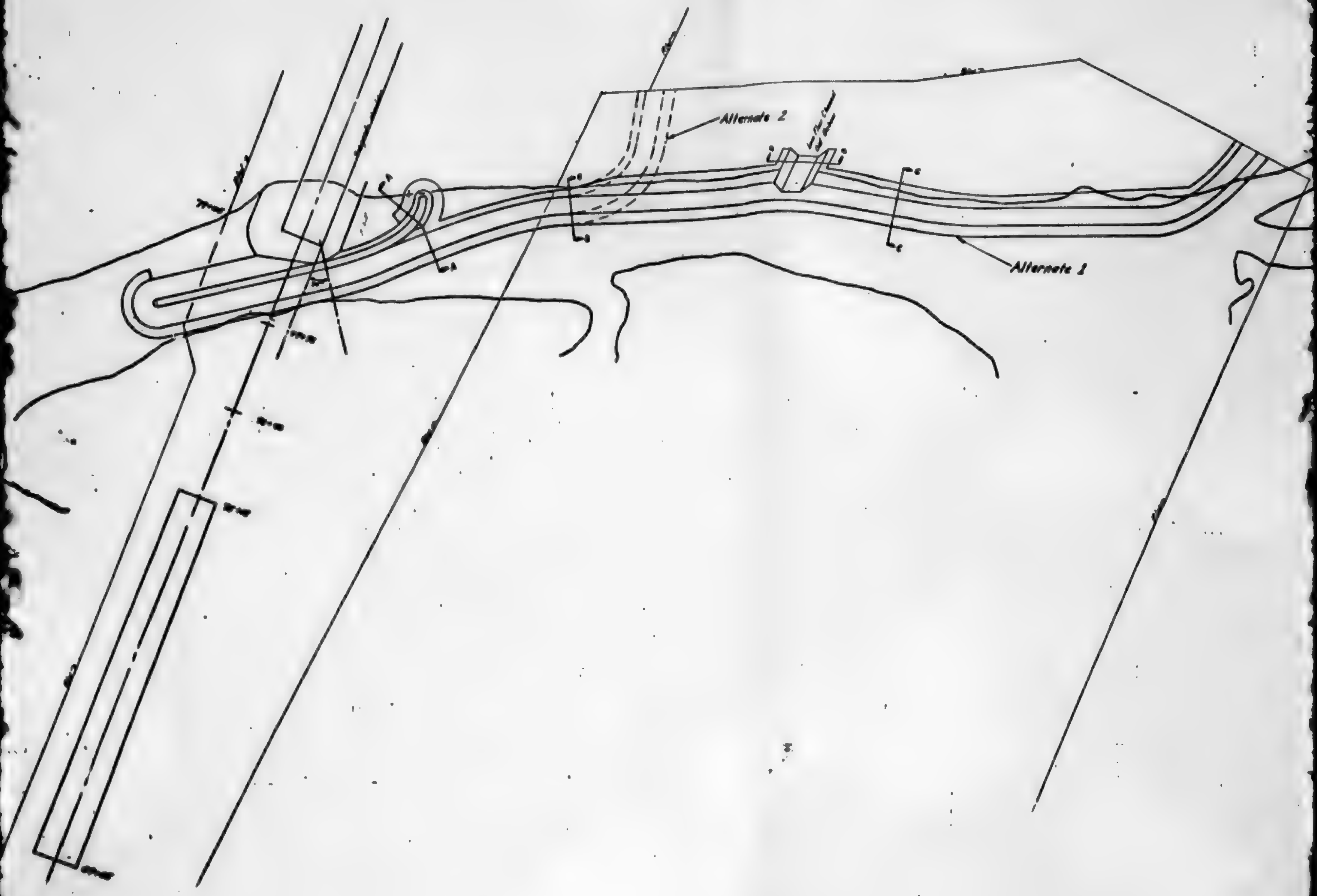

Barrow Area

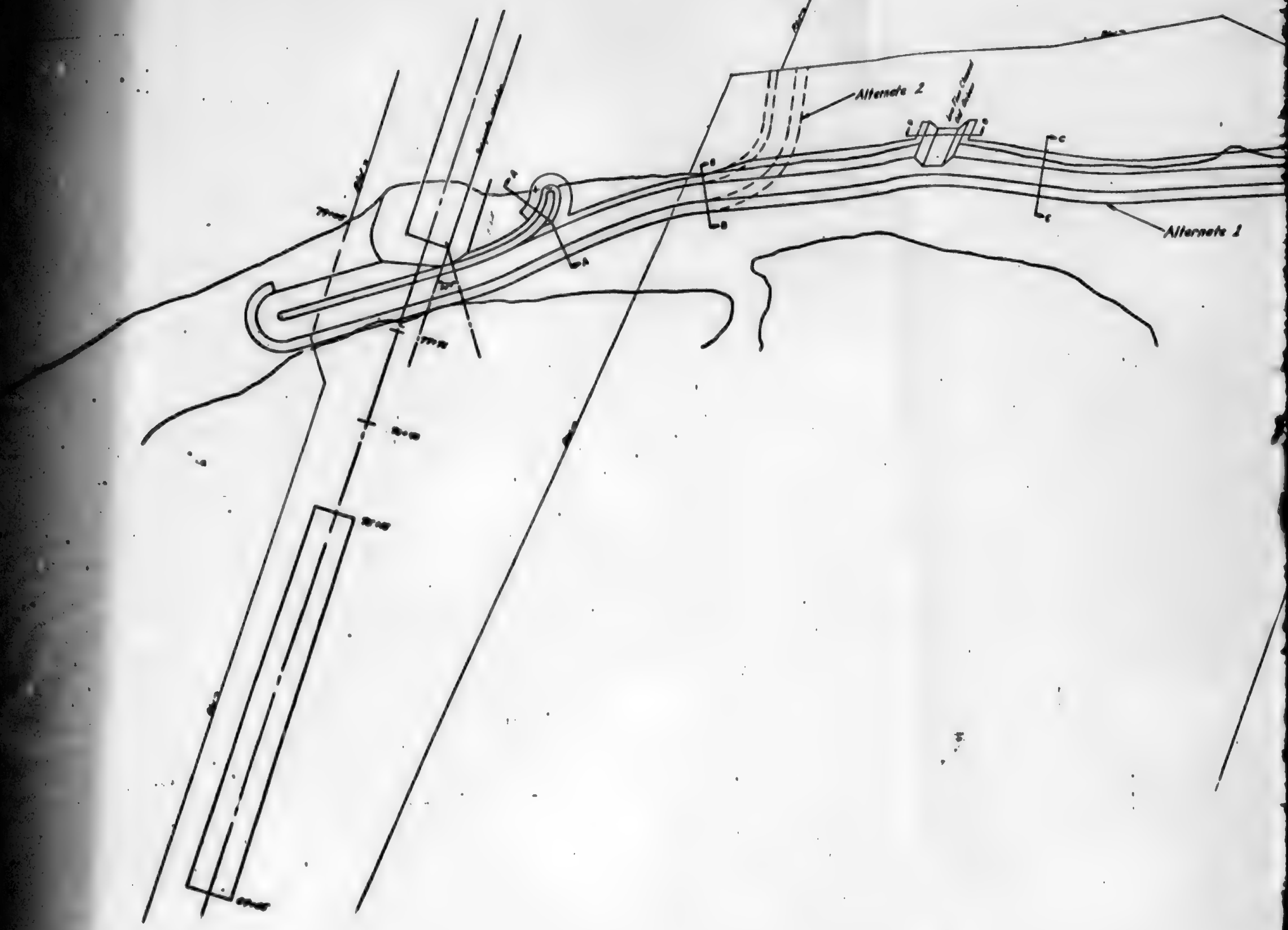

ow
ea



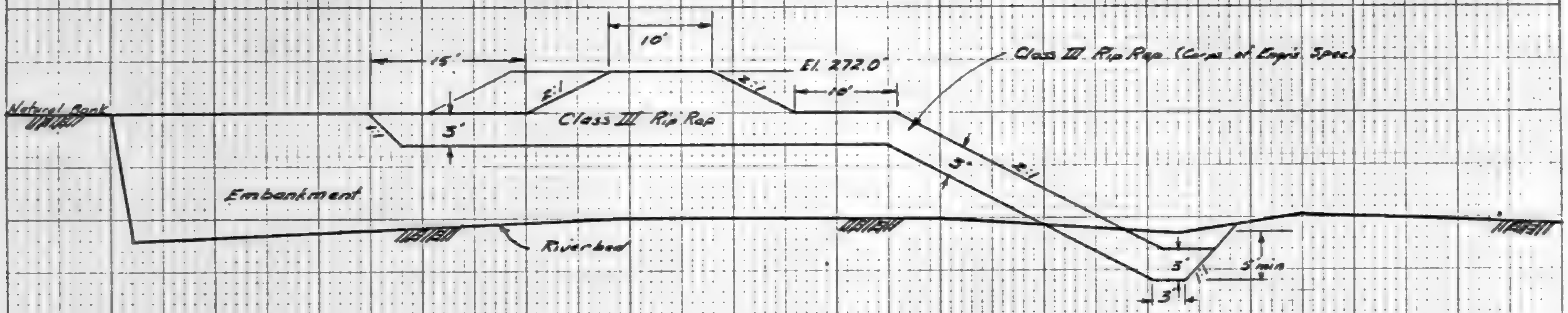
Proposed Revetment

Scale 1"=200'


Alternate 2
Alternate 1
B
B
C
C


Alternate 2
B
B
C
C
Alternate 1

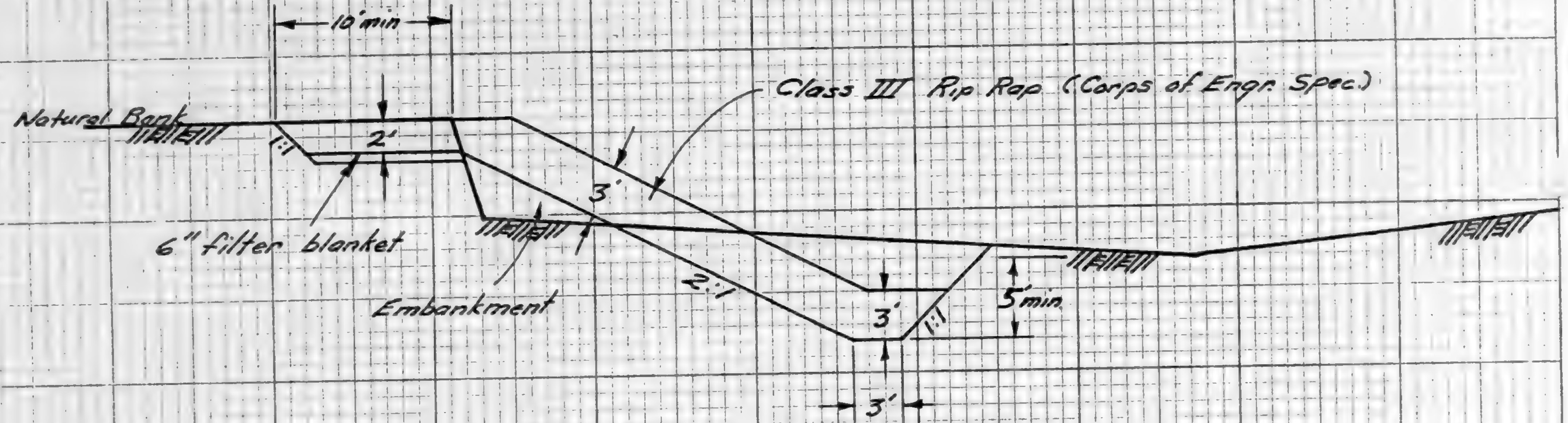
K+E 10 X 10 TO THE INCH 47 0780
10 X 15 INCHES
KEUFFEL & ESSER CO.



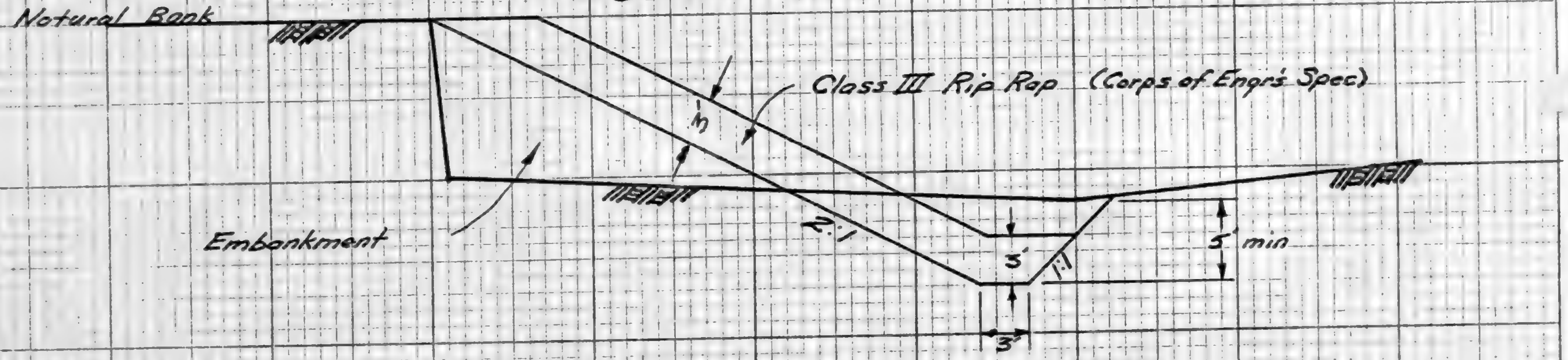
SPUR DIKE
Section A-A

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

TYPICAL SECTIONS

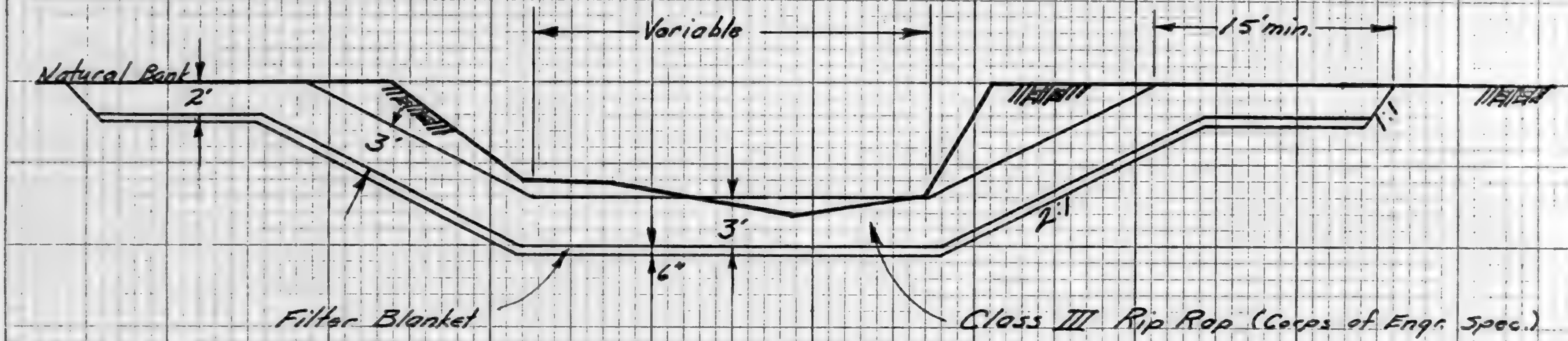


ACROSS OLD CHANNEL
Section C-C



ALONG NATURAL BANK
Section B-B

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.



ACROSS LOW FLOW CHANNEL

Section D-D

COST ESTIMATE

ALTERNATE 1

ITEM	QUANTITY	UNIT PRICE	TOTAL
Clearing			$5,000
Class III Rip Rap	5,530 yds^3	$7/ yd^3	$38,700
Toe Trench	2,830 yds^3	$1/ yd^3	$2,830
Embankment	1,300 yds^3	$1.80/ yd^3	$2,350
Filter Blanket	113 yds^3	$2/ yd^3	$226
		Total	$49,106
	20% Engineering and Contingencies		$9,820
	ESTIMATED TOTAL COST		$58,926

ALTERNATE 2

ITEM	QUANTITY	UNIT PRICE	TOTAL
Clearing			$5,000
Class III Rip Rap	1,800 yds^3	$7/ yd^3	$12,600
Toe Trench	895 yds^3	$1/ yd^3	$895
Embankment	1,630 yds^3	$1.80/ yd^3	$2,950
		Total	$21,445
	20% Engineering and Contingencies		$4,290
	ESTIMATED TOTAL COST		$25,735

Note: Estimates do not include the cost of the spur dike.

[illegible]

PART II

TECHNICAL PROVISIONS

Section 5

RIPRAP PROTECTION

Corps of Engineer's Spec.

5-1. SCOPE. The work to be done under this section consists of furnishing all plant, labor, equipment and materials and performing all work necessary to construct the riprap protection in accordance with the drawing and specifications.

5-2. MATERIAL.

5-2.1 Sampling and Testing. The sources from which the Contractor proposes to obtain the stone shall be selected well in advance of the time when the stone will be required in the work. Acceptability of riprap stones will be determined by laboratory tests, geologic examination and service records. Proposed riprap stone samples from newly operated sources and from existing quarries where current test reports and service records that are satisfactory to the Contracting Officer are not available, shall be subjected to all such tests as are necessary to determine that the stones are durable and suitable for use in the work. Tests to which the stones may be subjected include specific gravity, absorption, abrasion, accelerated expansion, freezing and thawing, wetting and drying, petrographic analysis, X-ray analysis, and such other tests as the Contracting Officer may consider necessary to demonstrate that the stones are acceptable. Testing to determine conformance with the requirements of 5-2.2 for acceptance or rejection of stones proposed for use by the Contractor shall be performed by the Corps of Engineers North Pacific Division Laboratory at Troutdale, Oregon. No tests will be performed prior to award of the contract. Samples of the stones proposed for use in construction of the riprap protection, shall be selected in the presence of the Contracting Officer's Representative and delivered by the Contractor to the Corps of Engineers North Pacific Division Laboratory at Troutdale, Oregon as soon as practicable after award of contract but at least 15 days before delivery of stones to the riprap construction site. Samples will be tested at Government expense and the Contractor will be notified of the results of laboratory tests. Satisfactory test results on stone samples will not constitute approval of rock in the quarry, and will not constitute a commitment, either specific or implied concerning sizes of individual stones, gradation or quantity of riprap available in the proposed source. It will be the Contractor's responsibility for obtaining and developing a satisfactory rock source, for producing stones of acceptable quality and for processing to obtain specific size and gradation of individual stones. Throughout the duration of this contract, the Government may sample and test stones delivered to the riprap construction site. Stones failing to meet the specifications requirements will be removed from the riprap construction site at no cost to the Government.

5-2.2 Stone Quality. Each stone accepted for use in construction of the riprap protection shall be composed of hard, strong, durable materials that will not slake or deteriorate on exposure to the action of water or atmosphere, shall not contain cracks, joints, faults, seams, or bands of minerals or deleterious materials which would result in breakage or reduction of specified stone weights or dimensions after final placement in the revetment, and shall be free of expansive or other materials which would cause accelerated deterioration by exposure to project climatic conditions. Each stone shall have a unit weight of at least 160.0 pounds per cubic foot, shall have an absorption of not more than 5.0 percent, shall have a weight loss from abrasion of not more than 20.0 percent, shall be clean and angular, and the longest dimension of any stone shall not exceed three times its shortest dimension. The weight per cubic foot shall be determined by multiplying the bulk-saturated-surface-dry specific gravity (BSSD) times 62.3 pounds per cubic foot. Specific gravity and absorption shall be determined in accordance with the Corps of Engineers Testing Procedure CRD C107-69, modified as follows: The test sample shall consist of about 5,000 grams of generally cubical pieces of stone passing the 2-inch and retained on the 1-1/2-inch standard square mesh sieve sizes. The test pieces shall be laboratory prepared by jaw crushing or chipping. Abrasion loss shall be determined in accordance with the Corps of Engineers Testing Procedure CRD C117-70 (ASTM Designation C131-69), modified as follows: The test sample shall be of the same size and gradation as that described above for use in determination of specific gravity and absorption, the abrasive charge used shall comply with that used in Grading "A", and the test sample shall be subjected to 500 revolutions. The test results reported by the Corps of Engineers North Pacific Division Laboratory at Troutdale, Oregon, will be considered as exact results, regardless of any permissible variance that may be established by test procedures, in determining the acceptability of riprap stones furnished under this contract.

5-3. RIPRAP, CLASS III.

5-3.1 Size. Not less than 90 percent of all stone to be furnished shall range in size from 25 to 800 pounds to the piece; provided that at least 75 percent by weight of the stone heavier than 25 pounds shall be in sizes of 200 to 800 pounds, and provided further that at least 30 percent by weight of the stone shall be in sizes larger than 400 pounds. The riprap stone shall be reasonably well graded from the smaller to the maximum size specified. Stones less than 25 pounds in weight, and spalls, will not be permitted in an amount exceeding 10 percent by weight of each load.

5-3.2 Placing. Stone for riprap shall be placed on the prepared base in a manner which will produce a reasonably well graded and keyed mass of rock with the minimum practicable percentage of voids, and shall be constructed to the lines, grades, and thicknesses shown on the drawing or as directed. Riprap protection shall be placed to its full course thickness at one operation and in such a manner as to avoid displacing the underlying material. Placing of riprap protection in layers will not be permitted. The larger and smaller stones shall be well distributed and the entire mass of stones in their final position shall be roughly graded to conform to approximate gradation specified in 5-3.1. All material going into riprap protection shall be so placed and distributed that there will be no large accumulations or areas composed largely of either the larger or smaller sizes of stone. It is the intent of the specifications to produce a fairly compact riprap protection in which all sizes of material are placed in their proper proportions. Handplacing or rearranging of individual stone by mechanical equipment may be required to the extent necessary to secure the results specified above. A tolerance of plus or minus 8 inches from the thicknesses shown on the drawing will be allowed in the finished surface of the riprap protection below the water surface. Above the water surface a tolerance of plus or minus 4 inches from the thicknesses shown on the drawing will be allowed in the finished surface of the riprap protection. Either extremes of such tolerances shall not be continuous over an area greater than 200 square feet. The tolerance limit will be determined on the basis of the average surface elevation within 2 square feet. Placing riprap protection by dumping into chutes or by similar methods likely to cause segregation of the various sizes will not be permitted. Any area in the completed riprap protection which, in the opinion of the Contracting Officer, contains objectionable segregation of stone sizes shall be excavated, removed from the site of the work, and replaced with riprap conforming with these specifications, all at the Contractor's expense. It shall be the Contractor's responsibility to protect embankments and excavated slopes from erosion by concurrent construction of bedding and riprap layers. The Contractor shall maintain the riprap protection until accepted and any material displaced by any cause, except as noted in SP-101, "Damage to Work", shall be replaced at no additional cost to the Government, to the lines and grades shown on the drawing.

5-3.3 Placing equipment. The crane used for stone placement shall be large enough to safely handle and place stone with a fully loaded skip in all parts of the revetment without exceeding the crane rating established by testing in accordance with Portland District Regulations PDR 385-2-5, Appendix III, (attached), in lieu of procedures described in EM 385-1-1.

5-4. INSPECTION.

5-4.1 In accordance with SP-30 the Contractor shall inspect and/or test for gradation and placement of riprap.

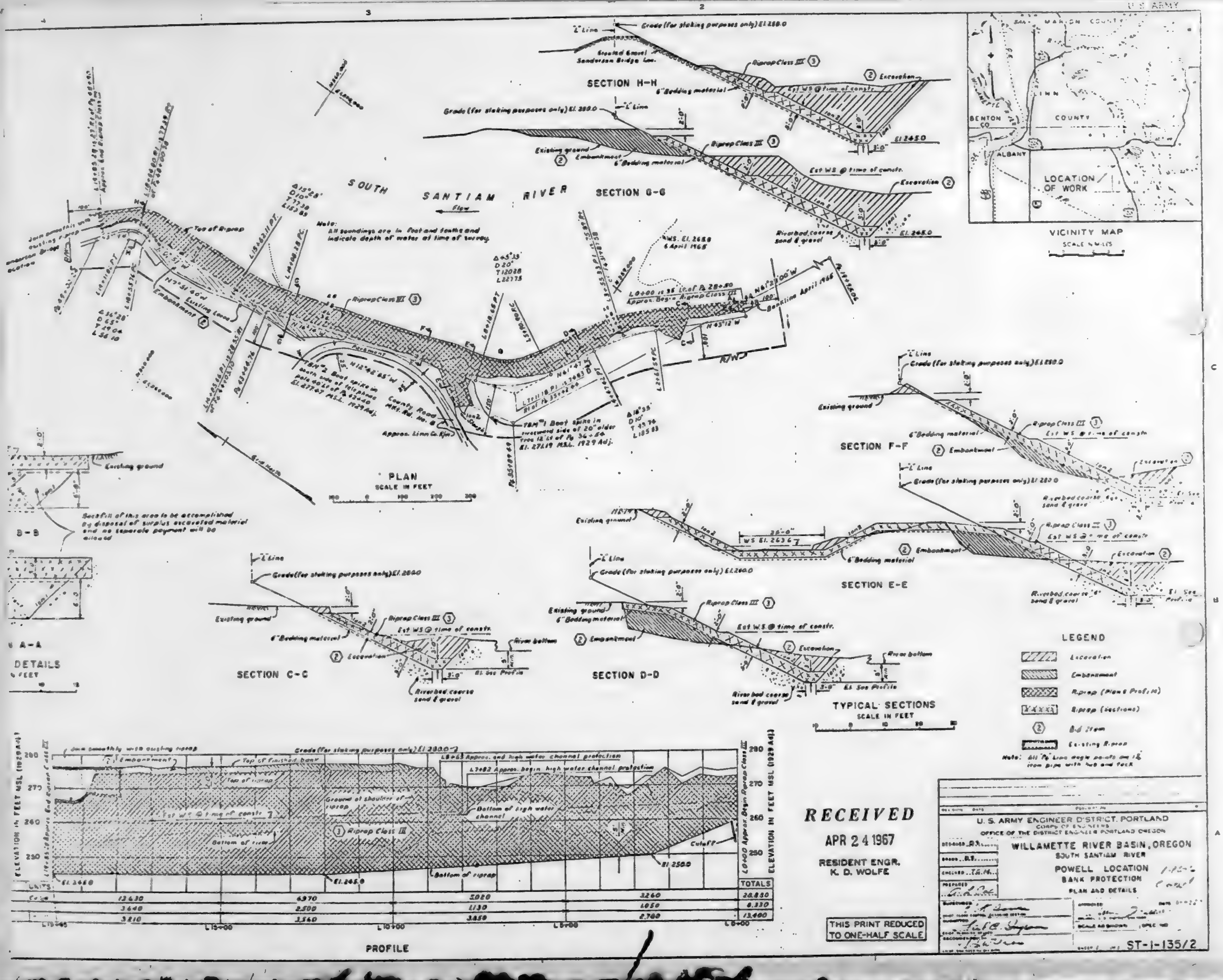
5-4.2 For inspection of gradation, at least one sample of not less than 100 square feet 10' x 10' of riprap in place before final dressup shall be analyzed by weighing and recording the individual weights of all stones of 25 pounds or more and the total weight of all material in the sample in sizes smaller than 25 pounds per piece. Additional samples will be graded if the original sample fails to meet the contract gradation requirements as outlined in 5-3.1, or if gradation of material being placed subsequent to that of the original sample changes substantially as determined by visual examination during progress of the work. All samples to be graded will be selected by the Contracting Officer's Representative from material in place before final dressup.

5-5. MEASUREMENT AND PAYMENT.

5-5.1 Measurement. Measurement for "Riprap, Class III" will be made of the volume of stone in the hauling vehicles at the point of delivery. Each truck shall be numbered plainly for the purpose of identification.

5-5.2 Payment. The quantity determined as provided above will be paid for at the contract price per cubic yard for Item No. 3, "Riprap, Class III", which price and payment shall constitute full compensation for furnishing all labor, equipment and materials, and performing all work required to complete the satisfactory placement of the riprap as shown on the drawing or as specified.

****


U.S. ARMY
VICINITY MAP
MARION COUNTY
LINN
COUNTY
BENTON CO
ALBANY
LOCATION OF WORK
SOUTH SANTIAM RIVER
Flow
Note: All soundings are in feet and tenths and indicate depth of water at time of survey.
Top of Riprap
Existing Levee
Embankment ②
Riprap Class III ③
N 7°51'40"W
N 12°42'55"W
N 61°47'
N 43°12'W
Pavement
County Road Mkt. Rd. No. 8
Approx. Linn Co. R/W
R/W
TBM No 2 Boat spike in south side of telephone pole 40' Lt of P̲ 43+40 El. 277.67 MSL. 1929 Adj.
TBM No 1 Boat spike in riverward side of 20" alder tree 12' Lt of P̲ 36+54 El. 271.19 MSL. 1929 Adj.
W.S. El. 268.8 6 April 1965
L0+00 is 35' Lt. of P̲ 28+80 Approx. Begin Riprap Class III
Bankline April 1965
Δ 13°25' D 10° T 77.38 L 153.89
Δ 45°33' D 20° T 120.28 L 227.75
Δ 18°35' D 10° T 93.74 L 185.83
Δ 56°28' D 65° T 29.04 L 56.10
PLAN
SCALE IN FEET
100 0 100 200 300
SECTION H-H
SECTION G-G
SECTION F-F
SECTION E-E
SECTION C-C
SECTION D-D
℄ Line
Grade (for staking purposes only) El. 280.0
Grade (for staking purposes only) El. 284.0
Existing ground
6" Bedding material
Est. W.S. @ time of constr.
Excavation ②
Embankment ②
Riprap Class III ③
Riverbed coarse sand & gravel
River bottom
El. See Profile
El. 245.0
WS El. 263.6
Backfill of this area to be accomplished by disposal of surplus excavated material and no separate payment will be allowed
B-B
A-A
DETAILS
SCALE IN FEET
TYPICAL SECTIONS
SCALE IN FEET
LEGEND
Excavation
Embankment
Riprap (Plan & Profile)
Riprap (Sections)
② Bid Item
Existing Riprap
Note: All "P̲" Line angle points are 1½" iron pipe with hub and tack
ELEVATION IN FEET MSL (1929 Adj.)
280
270
260
250
Join smoothly with existing riprap
Embankment
Top of finished bank
Top of riprap
Est. W.S. @ time of constr.
Bottom of riprap
Ground at shoulder of riprap
③ Riprap Class III
Bottom of high water channel
L8+65 Approx. end high water channel protection
L7+82 Approx. begin high water channel protection
Cutoff
El. 246.0
El. 245.0
El. 250.0
L0+00 Approx. Begin Riprap Class III
UNITS
TOTALS
13,630
6,970
3,020
3,260
20,880
3,640
2,500
1,130
1,050
8,330
3,210
3,560
3,850
2,780
13,400
L15+00
L10+00
L5+00
L0+00
PROFILE

RECEIVED
APR 24 1967
RESIDENT ENGR.
K. D. WOLFE

THIS PRINT REDUCED
TO ONE-HALF SCALE

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
OFFICE OF THE DISTRICT ENGINEER PORTLAND OREGON

DESIGNED D.R.
DRAWN D.R.
CHECKED T.G.M.

WILLAMETTE RIVER BASIN, OREGON
SOUTH SANTIAM RIVER
POWELL LOCATION
BANK PROTECTION
PLAN AND DETAILS

ST-1-135/2

SANDERSON BRIDGE
ALBANY-LYONS HWY.
LINN COUNTY
May 1971

The proposed crossing of the South Santiam River is about 2200 feet upstream from the existing highway structure. The South Santiam is an alluvial river which has undergone considerable channel movement in the crossing area during the past decade.

HISTORY

Aerial photographs for years 1959, 1964, 1965, 1966, and 1971, were reproduced into a series of overlays and studied to determine the extent of past channel movements and to help forecast future movements. Figure I depicts the channel movement from 1959 (dark outline) to 1971 (light outline). Major floods that occurred since 1959 were those of December 22, 1964, and January 28, 1965.

December 26, 1964

The meander at point A (Figure I) which was not defined in the 1959 photograph started to form, influencing two changes downstream in meander BCG - (1) the increased angle of impingement by the current at point B produced movement of this meander towards the northeast, and (2) the northeasterly movement continued until cutoff BG was formed; the main channel became ABGDEF. It is not apparent when this cutoff occurred, but there is evidence that it was a result of the 1964 flood.

Two changes resulted from the formation of the cutoff BG (see Figure II) - (1) the river bend at point G was shifted further northward while still maintaining the main channel flow through GDE, and (2) most important, the initial incision for cutoff GE occurred as a direct result of the impingement by the current in the direction of point E.

January 31, 1965 (see Figure II)

Channel cutoff GE which was initiated during the December 1964 flood was completed during the January 1965 flood. Additional information indicates that this event occurred sometime between the peak of the flood on January 28 and January 31. On Figure II a dashed line indicates the approximate location of the cutoff current (determined by visual inspection of the 1965 mosaic.)

January 19, 1971 (see Figure III)

Between 1965 and 1971 the river was shaping the new channel by eroding rough banks into gentle curves, and producing a wide channel in the reach immediately upstream from the proposed crossing. Average channel widths further upstream and downstream are about 400-500 feet while the channel width in this reach is about 1000 feet. The 1971 aerial shows a large gravel bar which divides the main current downstream from G. This gravel bar was the result of the enlarged channel area which reduced flow velocities to a point where suspended and bed load sediments were deposited in the reach.

The formation and movement of meander ABG is of primary interest since it influences the downstream channel alinement. Figure III shows that this meander has moved considerably in the past six years and has moved the point of current impingement against the westerly bank about 1200 feet further downstream near point G (dark dashed line).

The Corps of Engineers' dike at point E is of interest because of its effect on the location of the current. When the initial revetment was constructed in 1956 it conformed to the curvature of the channel (Figure I); however, inspection of the 1971 channel alinement shows that the upstream end of the original revetment protrudes into the new channel and deflects the more westerly current away from the revetment and towards the center of the channel.

SUMMARY

The following items are emphasized:

(1) Meander ABG has moved during the past six years in a northeasterly direction at an average rate of 60 feet per year and has resulted in the downstream migration of the point of current impingement against the westerly bank near G at an average rate of 200 feet per year.

(2) The southerly bank between G and E is protected by stone revetments which prevent lateral bank movement in the southwesterly direction.

(3) The main channel between G and E is not readily definable and because of the large channel area significant gravel bars have formed.

(4) The current in the westerly channel is being deflected towards the center of the river by the upstream protrusion of the Corps dike.

CONCLUSIONS (see Figure IV)

Division of flow downstream from G has resulted in two channels upstream from the crossing. Inspection of these channels indicates that the easterly channel BGH is the larger and probably conveys the greater flow; therefore, it is assumed that the river will tend to open the easterly channel BGH and possibly deposit material in the westerly channel BGE. This assumption is supported by the river's severe erosion of the easterly bank at point H opposite the large gravel bar. Erosion has not been confined to area H only - in the vicinity of the proposed crossing I, the bank has been cut back towards the east about 350 feet during the past six years. It is reasonable to assume that if the main current remains against the easterly bank then continued erosion of that bank will occur. Continued northeasterly movement of meander ABG could increase the rate of erosion along the easterly bank between H and I by increasing the impingement angle from the westerly bank near G towards the easterly bank near H. This possibility is shown by a heavy dashed line in Figure IV and is predicated on the continual buildup of the large gravel bar downstream from point G.

If the channel should aline itself as shown in Figure IV the main current would be located under the easterly spans of the proposed structure with the pier alinement adverse to the current. It appears that some type of channel work is necessary to maintain the current near the center of the proposed structure.

SUGGESTIONS

A study of the meander geometry of the river in this area indicates that the average meander length is about 8,100 feet and average meander width about 1,650 feet, resulting in a meander ratio (width to length) of 0.204. Two possible channel-change alinements which maintain this value were studied: the first followed the approximate current alinement BGHF while the second followed an alinement approximately parallel to the curvature of the westerly bank BGEF. The best channel alinement is considered to be along the westerly bank BGEF since this bank is protected from erosion by revetments. The design flood of 42,000 cfs requires a 500-foot bottom width channel with 2:1 side slopes. The channel change should follow the alinement shown in Figure V and will require removal of the large gravel bar which presently diverts the main flow towards the east. The easterly bank should be diked from point 1 to 2. A spur dike (see Figure VI) at the easterly bridge approach is suggested as an aid in directing the current through the structure, reducing the possibility of scour resulting from lateral movement of water along the easterly fill.

It is further suggested that the acquisition of gravels be limited to the channel change since extensive dredging on the easterly side could upset the natural realinement process by providing points of low flow resistance, allowing the channel to shift to a less desirable location. The old meander GDE might provide a good alternate material source as it would be too far away from the channel change to influence the direction of the current.

Movement of meander ABG could present a serious problem after construction of the channel change. Anticipated movement of this meander as shown in Figure IV by the heavy dashed line indicates that the main current could in the future be divided by the suggested dike on the easterly side of the channel change. If a low dike is constructed where indicated on Figure V, high winter runoffs could over-top it and reopen the old channel (GHI) which could again place the current near the easterly end of the bridge. It is suggested that the top of this dike, which would extend upstream from the spur dike, be constructed above the 50-year flood elevation to reduce the probability of reopening the old channel (GHI).

DESIGN FLOOD

The 1964 flood was the largest of record with an estimated discharge at the proposed site of 105,000 cfs. Since 1964 the Corps of Engineers have placed two flood control reservoirs into operation - Green Peter and Foster. Regulation provided by these projects has reduced the probability of recurrence for a flood of 105,000 cfs to about 0.05% or a 2000-year frequency. A 50-year frequency flood is estimated at 46,000 cfs and is the total anticipated flow at the site including flow across the flood plain. Figure VII shows the relation between total flow and channel flow for any given stage. It can be seen from this graph that the 50-year channel flow under existing regulation would be about 42,000 cfs with the overland diversion estimated to be about 4,000 cfs (the 1964 channel flow was about 64,000 cfs and the overland diversion about 41,000 cfs).

A third reservoir at Cascadia is in the planning stage and when completed would result in a regulated 50-year frequency flow of about 27,000 cfs which is the estimated bank-full capacity in the Lebanon-Crabtree area.

W. H. Tebeau
Assistant Program & Planning Engr.

By Richard L Lenz

Richard L. Lenz
Hydraulic Engineer

SHM:dg
5-25-71

HYDRAULIC DATA

	Design Flood	Max. Flood yr. (1964)	
Discharge-c.f.s.	42,000 *	64,000	*
Frequency-yrs.	50	2000	**
H.W. Elevation Natural Channel		272±	
H.W. Elevation Channel Change	268±		
Velocity-f.p.s.	7.9	8.2	

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

* Estimated channel flow only: TOTAL FLOW (includes over flow) WAS 105,000cfs IN 1964
Total flow for design flood = 46,000cfs

** Based on present regulation by Green Peter and Foster Reservoirs

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Sanderson Bridge

APPROVED: BRIDGE ENGINEER	DATE ______ BRIDGE NO. ______ DESIGNED ______ DRAWN ______ DRAWING NO. ______

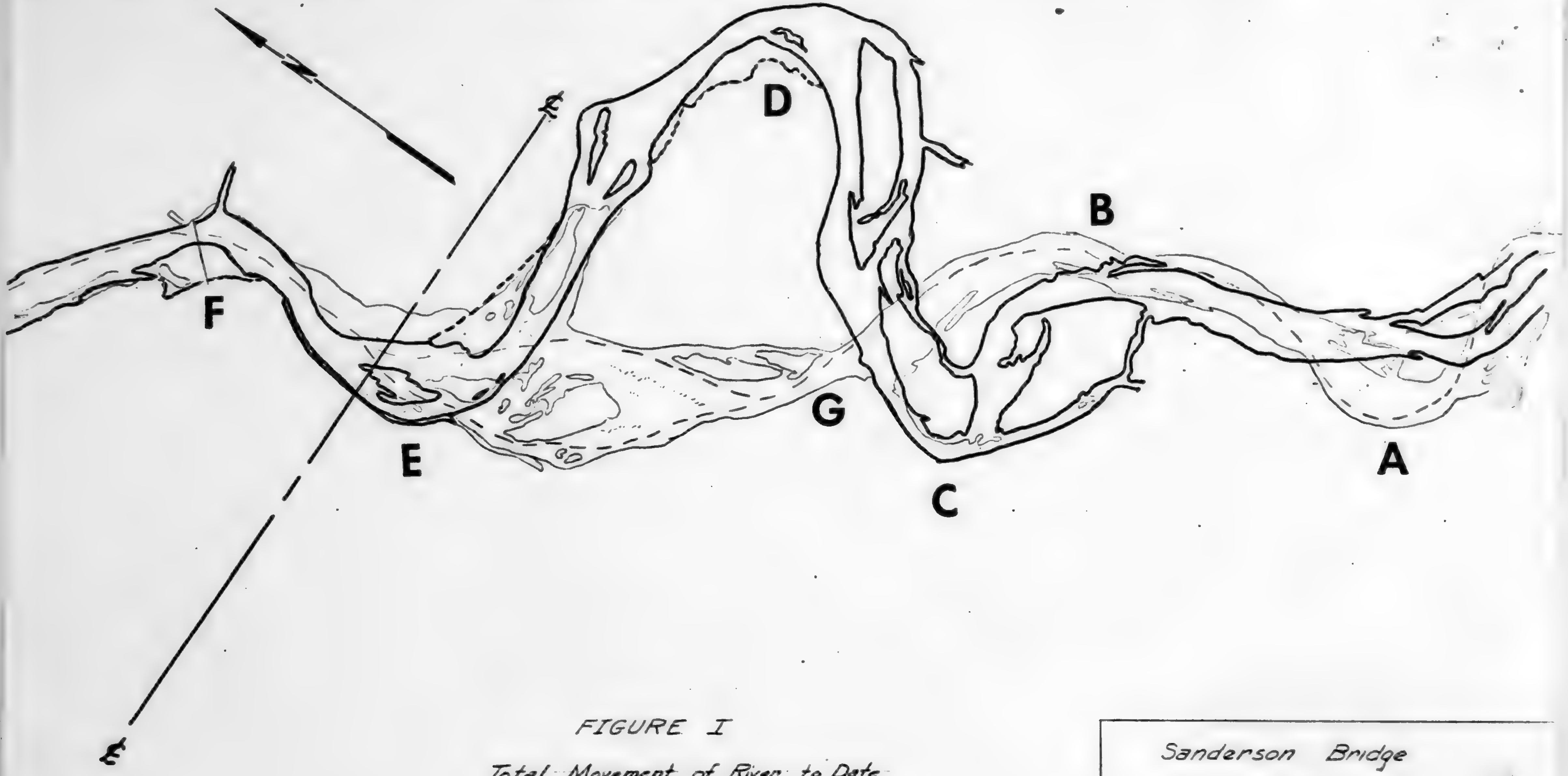


FIGURE I

Total Movement of River to Date

Sanderson Bridge
South Santiam River
Dark outline April 4, 1959 Q=
Light outline January 19, 1971 Q=15,7

1965

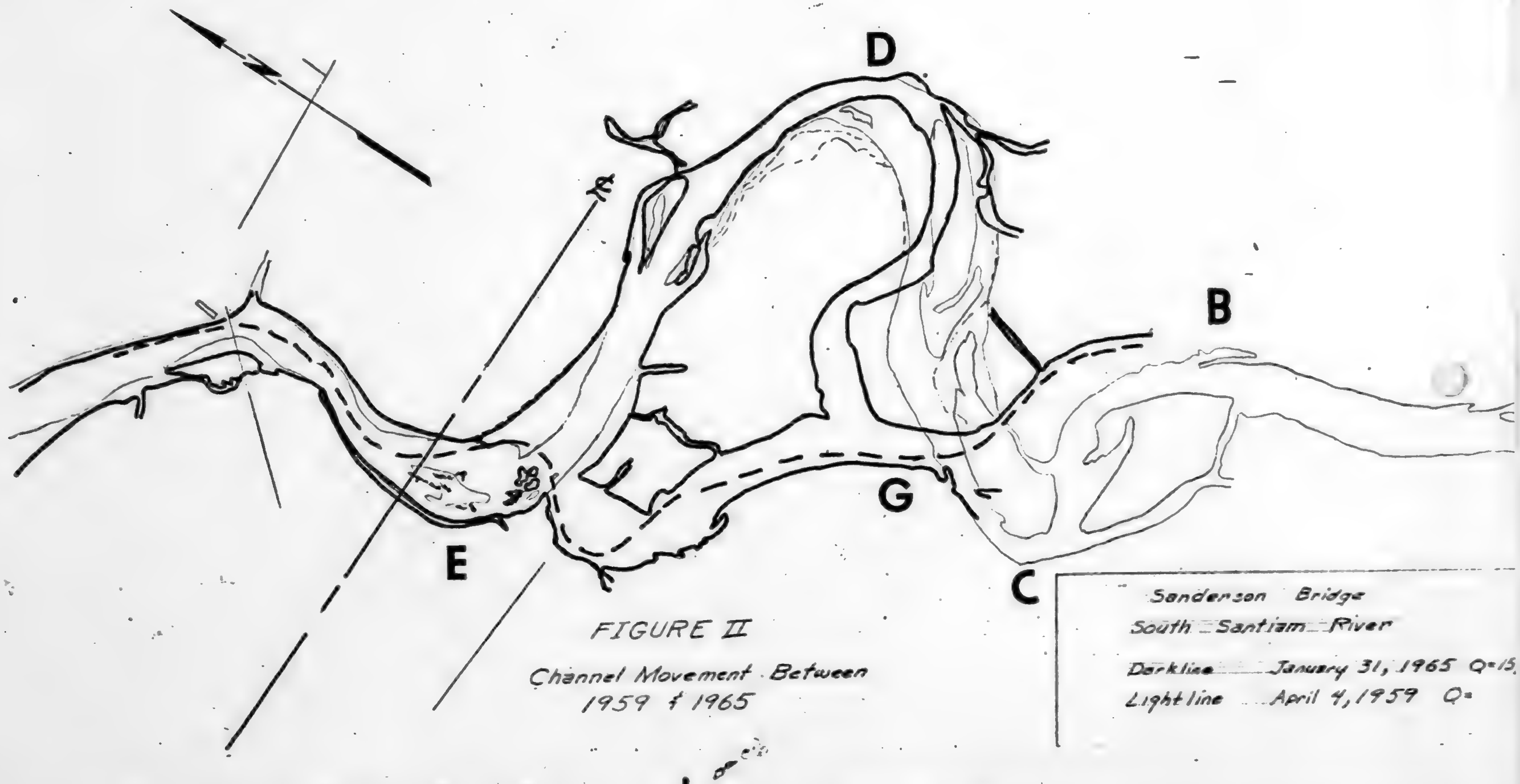


FIGURE II

Channel Movement Between
1959 + 1965

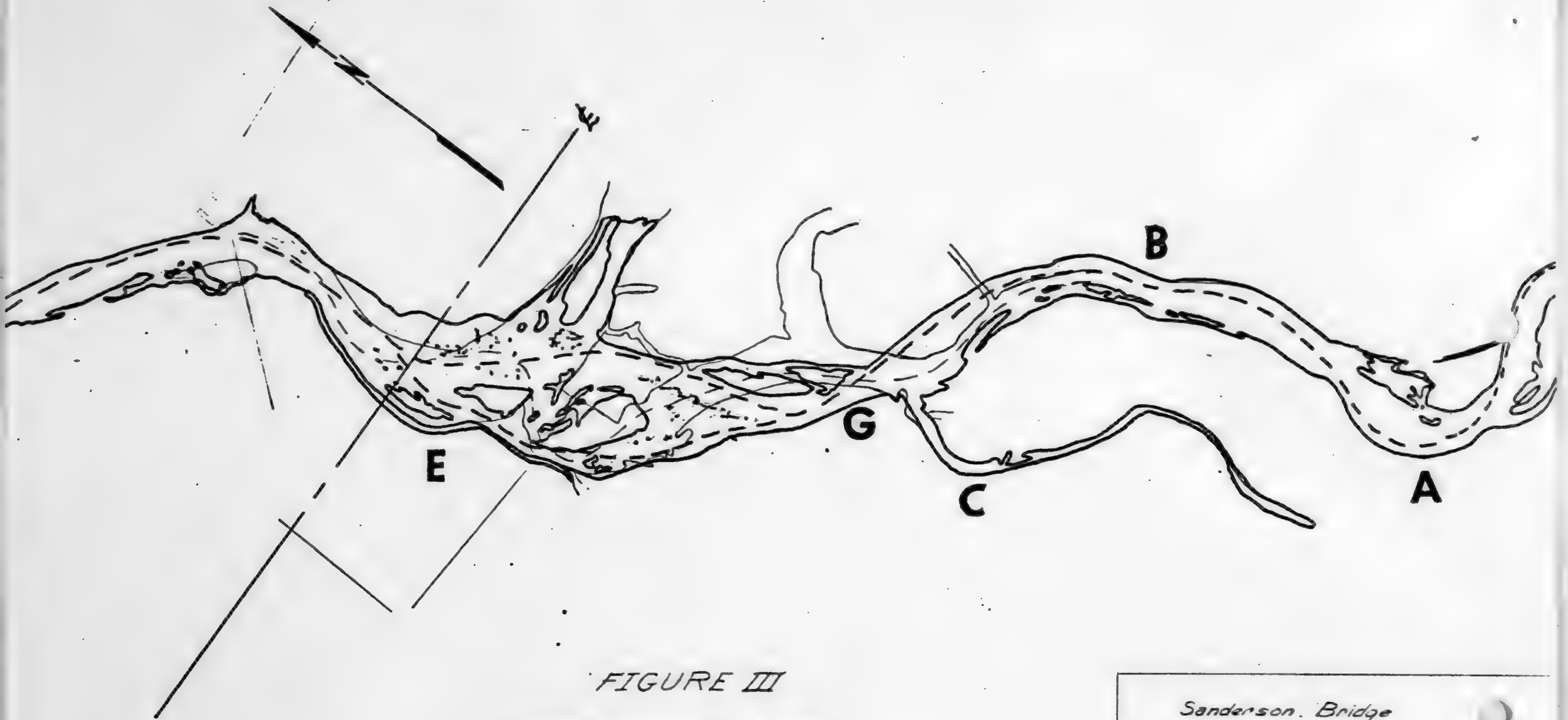


FIGURE III

Channel Movement Between
1965 & 1971

Sanderson. Bridge
South Santiam River
Darkline January 19, 1971 Q=15,700
Lightline January 31, 1965 Q=15,000

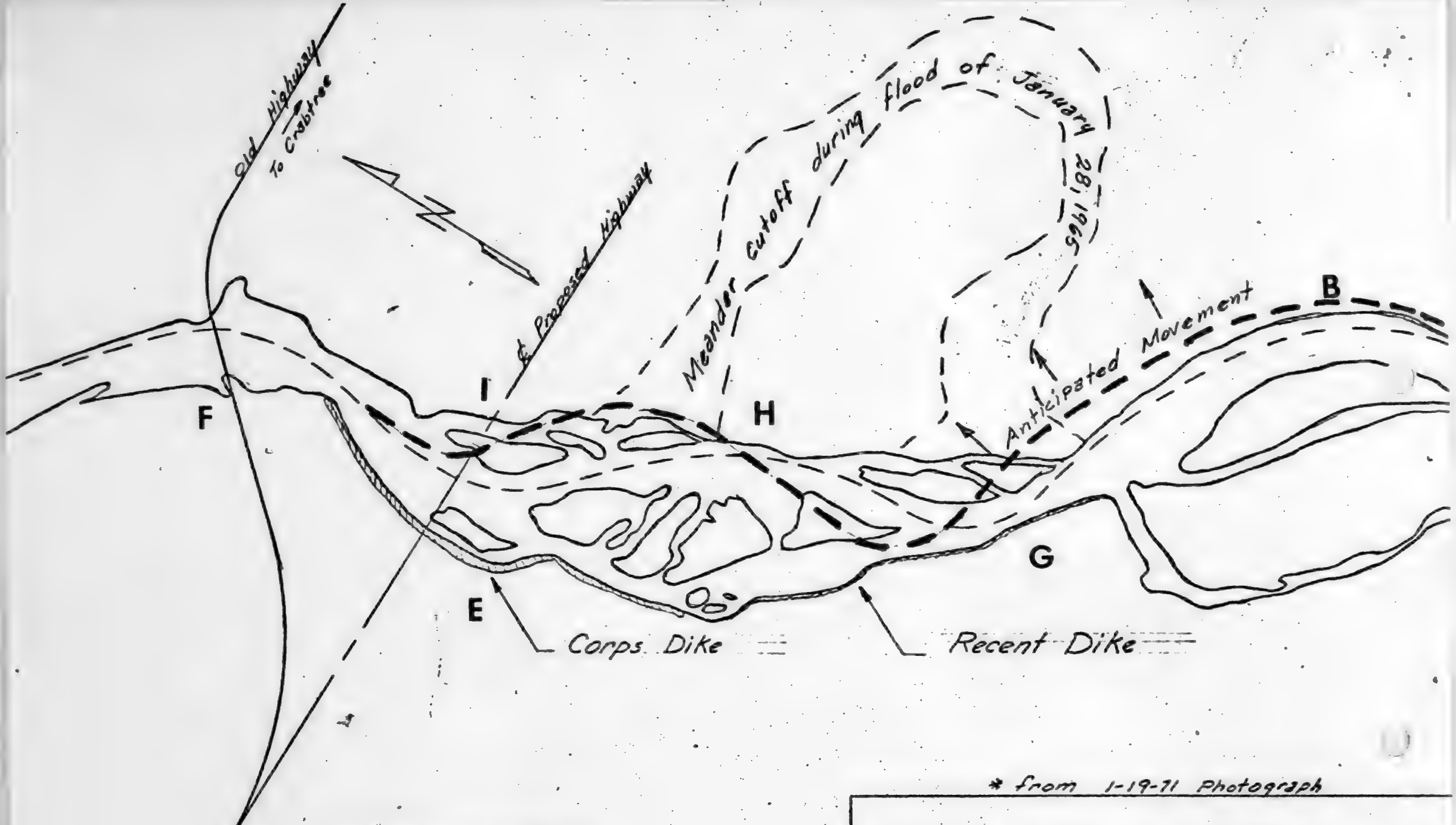


FIGURE IV

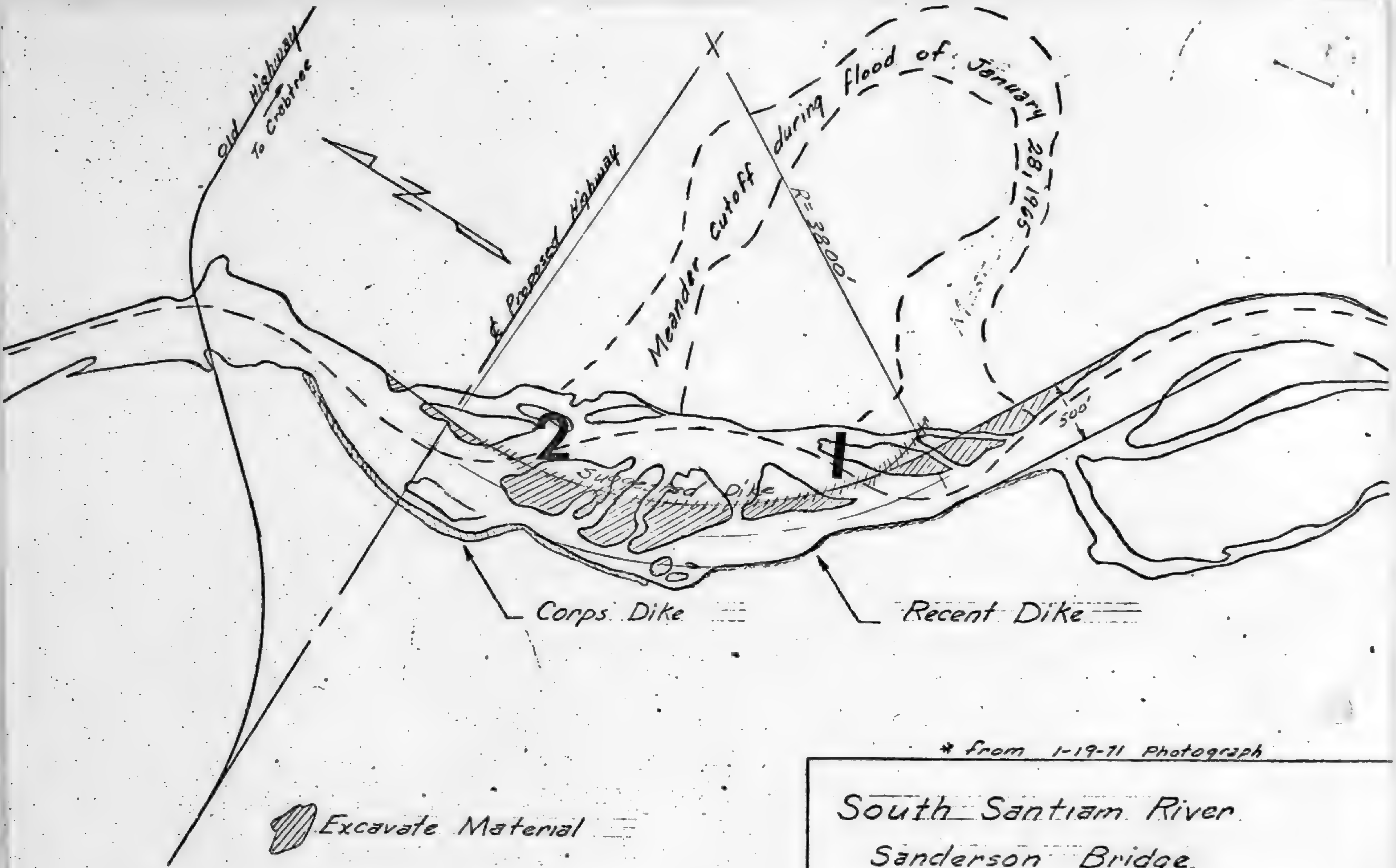
Existing and Anticipated Channel Alinements

* from 1-19-71 Photograph

South Santiam River
Sanderson Bridge

Channel Change Alternate

Oregon State Highway Division
Preliminary Studies Unit



* from 1-19-71 Photograph

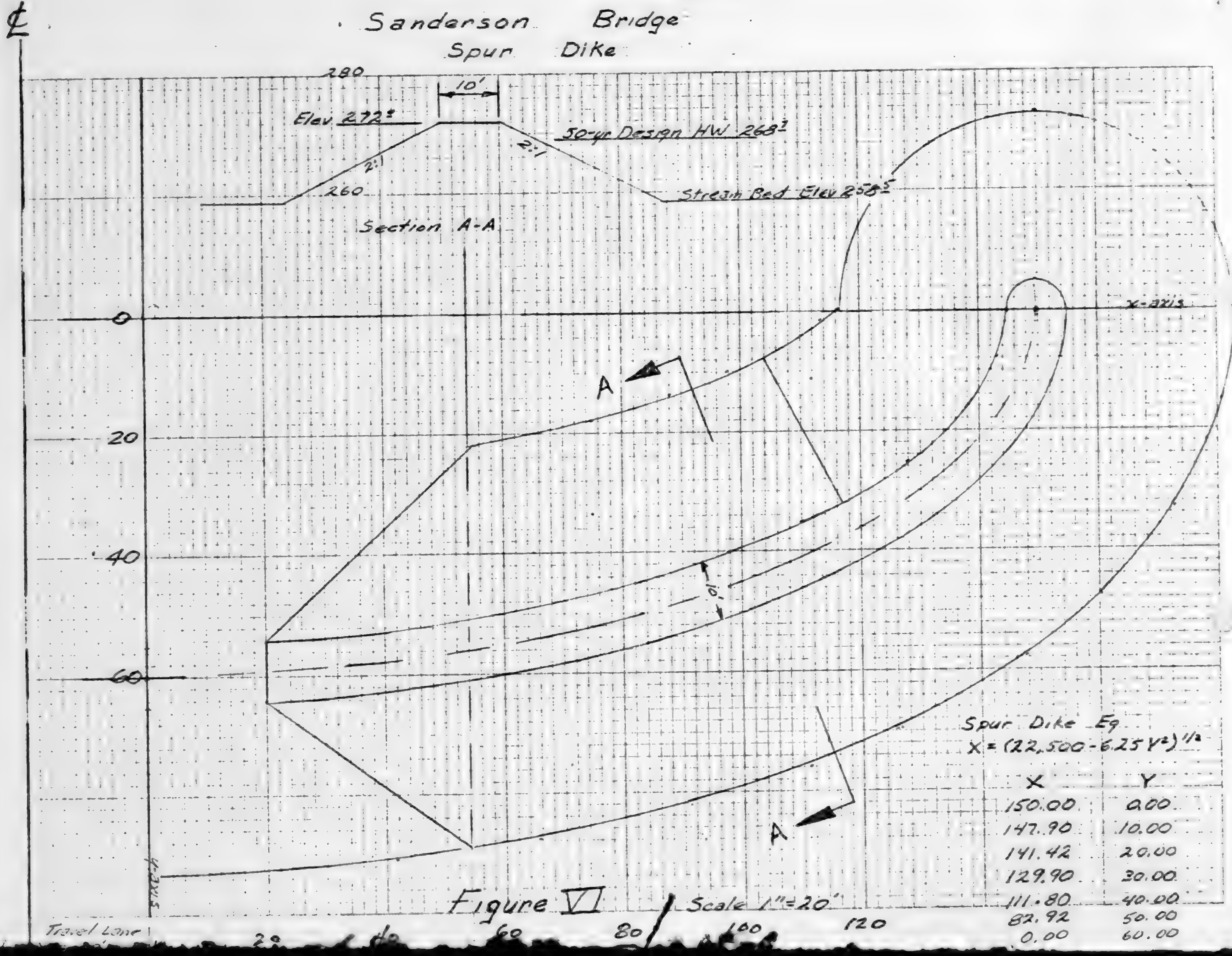
FIGURE V

Suggested channel Alinement

South Santiam River
Sanderson Bridge
Channel Change Alternate 1
Oregon State Highway Division
Preliminary Studies Unit

CLEARPRINT PAPER CO. NO C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRINT CHARTS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

Sanderson Bridge
Spur Dike



Spur Dike Eq

$X = (22{,}500 - 6.25 Y^2)^{1/2}$

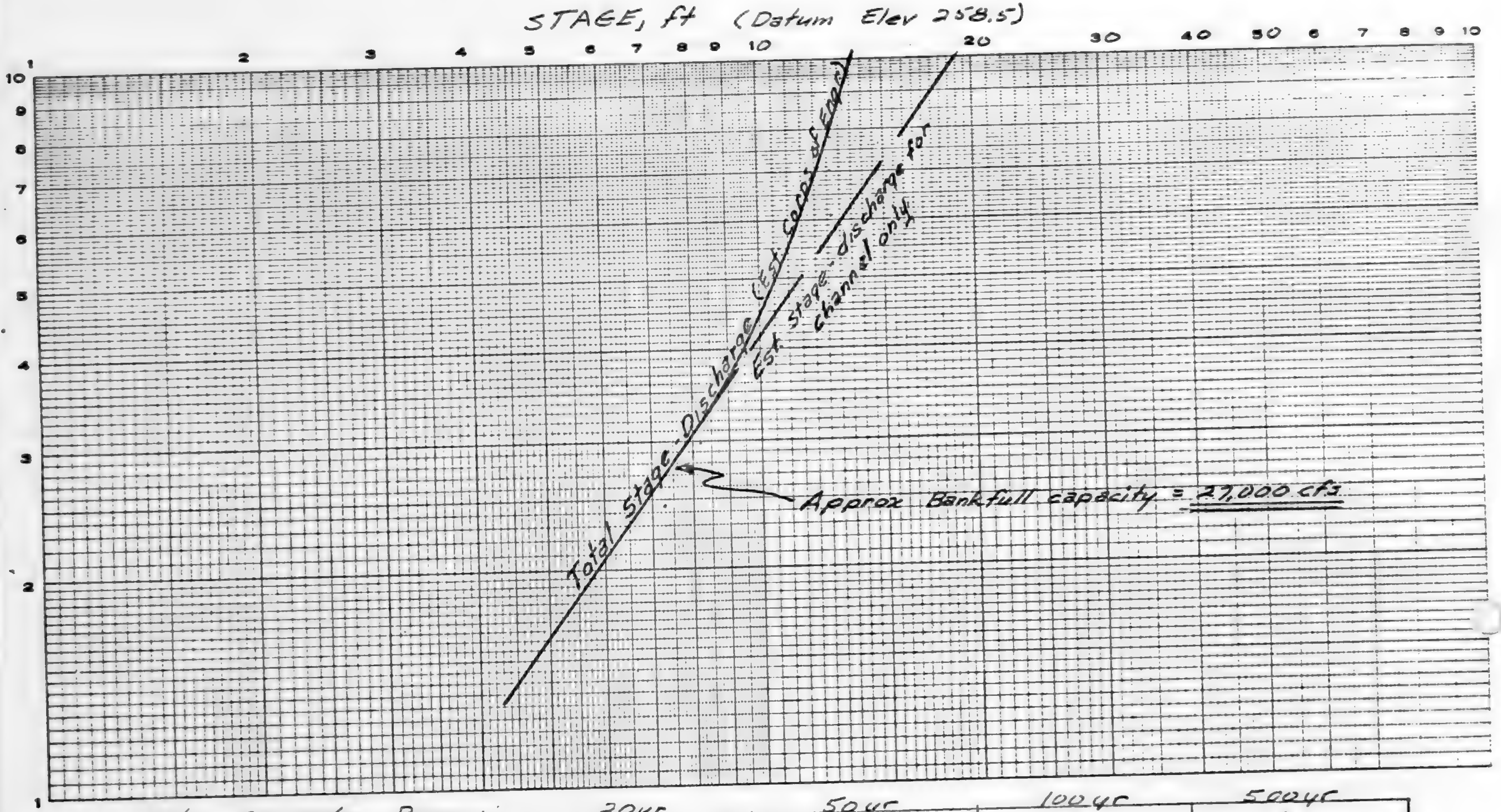
X	Y
150.00	0.00
147.90	10.00
141.42	20.00
129.90	30.00
111.80	40.00
82.92	50.00
0.00	60.00

Figure VI Scale 1"=20'

NO. 340-L21 DIETZGEN GRAPH PAPER
LOGARITHMIC
2 CYCLES X 1 CYCLE

EUGENE DIETZGEN CO.
MADE IN U. S. A.

Est Stage-Distharge for S. Santiam R,
at Sanderson Bridge site (Proposed site)



w/o Cascadia Reserv.	20yr	50yr	100yr	500yr
STAGE	9.6	10.2	10.6	12.6
Discharge	42,000	47,000	55,000	78,000

with Cascadia Reserv.	20yr	50yr	100yr	500yr
STAGE	6.1	7.3	8.2	9.8
DISCHARGE	21,500	27,000	32,000	43,000

Figure VII

OREGON STATE
HIGHWAY DIVISION

7859

HIGHWAY BUILDING • SALEM, OREGON • 97310

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

May 31, 1973

Re: Sanderson Bridge
Albany-Lyons Highway
F.A. Proj. No. S-RS-223(8)
Contract No. 7859
On-The-Job Training

Gentlemen:

You have not submitted your proposed training programs for the two Laborers, one Carpenter and one Operating Engineer.

In my letter of February 22, 1973, you were requested to submit your proposed training programs within 30 days. We have not yet received them.

If the Carpenter furnished on this project is to be trained in accordance with the current State of Oregon Apprenticeship and Training Council standards, this program will be approved, subject to receipt of the approximate starting date.

The two Laborers and one Operating Engineer training programs should be detailed showing the length and type of training you intend to provide.

You are reminded that State participation in any of your training costs cannot be made until Federal Highway Administration approval of your training programs is received. Delay in project estimates can also result for failure to provide required reports and records.

Please give this matter your prompt attention.

Very truly yours,
C. T. Keasey
Construction Engineer

By
M. D. Glenn
Construction EEO Engineer

RECEIVED
JUN 1 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

MDG:fr
bc: H. S. Coulter
Gene Huntley
C. O. Fredrickson
Keats Oliver

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM C. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

7859

March 13, 1973

Mr. F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

#7859

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade over the tracks and right of way of the Southern Pacific Transportation Company, 0.4 mile south of the City of Crabtree, in the SE 1/4 of the NW 1/4 of Section 11, Township 11 south, Range 2 west, Willamette Meridian, Linn County, Oregon.
PUX 857, SXF 620

Dear Mr. Klaboe:

I hand you a copy of Order No. 73-136 issued by the Public Utility Commission under date of March 5, 1973, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gb
Enclosure

cc: Walter J. Hart
C. R. Burghardt
A. E. Johnson
C. T. Keasey
D. H. Moehring
C. A. Fredrickson
L. E. George
Jim Chidsey
H. C. Johnson
R. P. Hamilton
H. S. Cox

NOTED
L. E. [illegible]

RECEIVED
STATE HWY ENGR
MAR 14 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

RECEIVED
MAR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Order No. 73-136

Crossing No. CC-697.00

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 620

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade over the tracks and right of way of the Southern Pacific Transportation Company, 0.4 mile south of the City of Crabtree in the SE 1/4 of the NW 1/4 of Section 11, Township 11 south, Range 2 west, Willamette Meridian, Linn County, Oregon.	ORDER

On December 4, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner to construct a new railroad-highway grade crossing (to be known as the Albany-Lyons Highway grade crossing) with the tracks and right of way of Southern Pacific Transportation Company, Woodburn-Springfield Branch, near Crabtree in Linn County, Oregon.

Copies of the application were duly served upon Southern Pacific Transportation Company and the Linn County Board of Commissioners.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the crossing as requested herein is granted.

(2) Applicant shall:

(a) Bear all of the cost of constructing the crossing and of procuring and installing the automatic signalization ordered herein; and

(b) Maintain the part of the crossing area outside of a line drawn two feet outside of each rail and bear all the cost thereof.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement by applicant, construct the crossing and furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gate signals; and

(b) Maintain the automatic signalization ordered herein and maintain that part of the crossing area lying between the rails and for a distance of two feet outside each rail and bear all the cost thereof.

(4) Applicant shall notify the Commissioner upon completion of the alteration project.

Made, ordered and effective March 5, 1973.

Richard W. Sabin
Richard W. Sabin
Public Utility Commissioner

5

7859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
H. S. COULTER

February 22, 1973

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Re: Sanderson Bridge
Albany-Lyons Highway
F.A. Proj. No. S-RS-223(8)
Contract No. 7859

Gentlemen:

Approval of the crafts in which you propose to furnish the 4 trainees on this project is hereby given by the Oregon State Highway Division. This will permit you to start work under this contract.

In your letter of February 13, 1973, you indicated that one Carpenter apprentice, one Operating Engineer and two Laborers would be provided training on this project.

The Carpenter apprentice is to be furnished training under the approved Oregon apprenticeship and training council program. We request that you give the approximate starting date and length of training to be provided this trainee.

The Operating Engineer and the two Laborer trainees will require detailed training programs. Your proposed training programs for these crafts must include the approximate starting date, the length and type of training to be provided and training to be provided by subcontractors, if any.

Your training programs, including that to be furnished by your subcontractors, are to be submitted within 30 days. They will then be reviewed by the State and sent to the Federal Highway Administration for approval. State participation in training costs will not be made until Federal Highway Administration approval of all your programs is received.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

M. D. Glenn
Construction EEO Engineer

RECEIVED
FEB 22 1973
Office of
Assistant State Highway Engineer

MDG:fr

bc: H. S. Coulter
Gene Huntley
C. O. Fredrickson
Keats Oliver

7859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 31, 1973

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7859 for work on
> the Sanderson Bridge Section of
> the Albany-Lyons Highway in
> Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Kassey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Keats Oliver

files

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 31, 1973
Salem, OR 97310

7859

SUBJECT: Construction Agreement
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
R/W File: 47264
PUX 856
Contract No. 7859

To: C. W. Head
Secretary

BUILDING

Copies of the above-captioned agreement with the Southern Pacific Transportation Company are being distributed as indicated below. The original and one copy of the State's counterpart is being handed to Velda De Guire in the Right of Way Section for processing, after which it will be forwarded to your office for your files.

This agreement grants the State an easement for the construction of the grade crossing of the Southern Pacific Transportation Company on this project. If this instrument is recorded, please advise the Railroad of the recording data.

This agreement provides for the Railroad to install cantilever flashing light signals and crossing gates at the new grade crossing and to prepare the tracks and install the hardwood planking. This work is estimated to cost $30,295 and an Order for State Force Work should be written by the Resident Engineer in this amount. In addition, a second Order for State Force Work should be written in the amount of $1800 to cover Railroad protective costs.

The Resident Engineer should keep a diary of the work performed by Railroad forces, since he will be requested to approve the bill for this work when submitted by the Railroad at a future date.

When this project is completed, a copy of this agreement should be handed to the District Engineer, who should become familiar with all of its terms. The Railroad is required to maintain the crossing signals and crossing surface at Railroad expense, upon completion of the installation.

T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

NOTED
C. W. HEAD

cc: H. S. Coulter
C. T. Keasey w/agree.
L. E. George "
V. E. Skoog "
J. L. Sollis "
C. O. Frederickson "
E. J. Hall "
J. W. Valentine "

NOTED
FRAN NEAVOLL

SP*52475-734

7859

1859

OREGON STATE
HIGHWAY DIVISION

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR

Info	Memo	R/D	D/R	Sign	Act	File

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1973

National Urban League
3525 N.E. Union
Portland, OR 97212

Attention: George Rankins
Field Representative

Re: On-The-Job Training
Order Interim 7-2(3)
Oregon State Highway Division

Gentlemen:

The following contractors were awarded contracts containing the On-The-Job Training Provisions under FHWA Order Interim 7-2(3) during the months of December and January:

Contractor's Name & Address	Project Name	Contract No.	No. Trainees
Peter Kiewit Sons' Company 215 South "V" Street Vancouver, WA 98663	Ladd Canyon- North Powder	7857	15
Morse Bros., Inc. P.O. Box 7 Lebanon, OR 97355	Sanderson Bridge	7859	4

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green
A. E. Johnson
Gene Huntley

5

RECEIVED
JAN 19 1973
FOR FILING

7859

bc C. [illegible] Keasey
Wal[illegible]art
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Keats Oliver
Don Trout
William Geibel (SAIF)

January 19, 1973

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on December 28, 1972, accepted your proposal for work on the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County in the amount of $857,049 and referred it to the Administrator of Highways with authority to award the contract as soon as the necessary right-of-way is acquired.

This condition was fulfilled and the Administrator of Highways on January 18 awarded you the project, which has been assigned Contract No. 7859.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date for all work on this contract is July 31, 1974.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7859

5Q

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 18, 1972

RAILROAD COMPANIES
FILE No. 748

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Construction Agreement
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
R/W File: 47264
PUX 856
Your File: GMO 80710
0-0-72-17

Gentlemen:

Herewith you will find duplicate counterparts of the construction agreement for the above-captioned grade crossing near Crabtree, which was submitted to us with your letter dated November 28, 1972.

This document was executed by the Highway Commission at their meeting of December 12, 1972, and is now being returned to you for final execution by your principals.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosure

cc: Southern Pacific - San Francisco

bc: C. W. Head
L. H. Young
L. E. George
C. T. Keasey
J. L. Sollis
J. B. Boyd
Keats Oliver
J. W. VAlentine

NOTED
C. W. HEAD

5Q
12-12-72

Salem, Oregon
December 15, 1972

Railroad agreements

Mr. David Moehring
Right of Way Engineer

Attention: Ted Litchfield

Attached for further handling are copies of agreements with Railroad Companies:

Three copies of an agreement with Union Pacific Railroad Company and Morrow County providing for construction of Lexington-Bunker Hill Section of Heppner Highway.

Two copies of two agreements with Union Pacific Railroad Company providing for construction of two haul road grade crossings of their tracks on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

Two copies of an agreement with Southern Pacific Transportation Company providing for construction of 25th Street SE-37th Street SE (Salem) Bikeway Section which parallels State Street in East Salem.

✓ Two copies of an agreement with Southern Pacific Transportation Company providing for construction of an at-grade crossing south of Crabtree on new alignment of the Albany-Lyons Highway in Linn County.

Two copies of an agreement with Southern Pacific Transportation Company providing for installation of crossing gates and acquisition of an easement for improvement of intersection of Minter Bridge Road and the Tualatin Valley Highway in Hillsboro, Washington County.

Easement from Southern Pacific Transportation Company granting the State the right to construct highway slopes on their property at M.P. 6.7 on Eddyville-Blodgett Highway in Lincoln County.

Please have the Railroad Companies date and sign the agreements. We have retained xerox copies of each agreement until a fully executed copy is returned for the Commission's files.

C. W. Head, Secretary

fkn
Att.

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

November 28, 1972

IN REPLY PLEASE REFER TO
GMO 80710
0-0-72-17

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to Sanderson Bridge Section, Albany-Lyons Highway in Linn County, Right of Way File 47264.

Herewith duplicate counterparts of street or highway easement covering this improvement across our property. Please review; and if satisfactory, have executed on behalf of the State Highway Department after which both counterparts should be returned to this office for our further attention.

Signatures of the officials executing the instrument on behalf of the State should be acknowledged.

The estimated cost to the State for this project is $30,295.

Yours truly,

AWKilborn

Attch.

RECEIVED
NOV 29 1972
UTILITY UNIT

RECEIVED
DEC 18 19

FOR FILING
UTILITY UNIT

RECEIVED
STATE HWY ENGR
DEC 14 '72
REFER TO
FOR
Info Inves R/D D/R Sign Act File

785[illegible]

KLABOE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 14, 1972

Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

RE: Crossing and Access Agreement
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

ATTENTION: Thomas Kornelis
Chief, Branch of Land

Gentlemen:

Attached you will find eight copies of a sketch of the crossing of the proposed Sanderson Bridge Section of the Albany-Lyons Highway over the transmission line easement for your Santiam-Albany 230 KV transmission line. The crossing area of your transmission line easement is as shown shaded in red. Proposed road approaches to provide access to your transmission line easement are as shown in green. The access to your structure 18/2 has been added, per the request contained in your letter of November 2, 1972.

If the proposed accesses meet with your approval, please prepare an appropriate crossing-access agreement. If further information or assistance is required, please contact Mr. J. W. Valentine or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: F. B. Klaboe
J. B. Boyd w/att.
Jack Martin "
J. W. Valentine "

7859

December 5, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Construction Agreement, Southern Pacific
Albany-Lyons Highway, Linn County
R/W File 74264

On the agenda for the December 12 meeting will be an agreement with the Southern Pacific Transportation Company providing for the construction of an at-grade crossing of the Woodburn-Springfield branch of the Southern Pacific Transportation Company south of Crabtree on the new alignment of the Albany-Lyons Highway in Linn County.

This agreement grants the State an easement for this grade crossing at no cost to the State. It also provides for the installation of cantilevered flashing light signals and crossing gates and the construction of the grade crossing by Railroad forces.

The State is to bear the entire cost of this constrution and the Railroad is to maintain the signals and the grade crossing surface upon completion of the installation. The estimated cost to the State for this work by Railroad forces is $30,295.

We recommend your approval.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
D. H. Moehring
T. W. Litchfield
J. B. Boyd

Gary Ross
Gary Sund

TWL:jly dps

7859

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

November 28, 1972

Mr. Lon V. Topaz
Assistant Commissioner
Air, Rail and Marine
Public Utility Commission
200 Public Service Building
Salem, Oregon 97310

Re: PUX 857 - Application of the Oregon State Highway Commission for Authority to Construct a Crossing at Grade over the Tracks and Right of Way of the Southern Pacific Transportation Company, .4 Mile South of the City of Crabtree in Linn County, Oregon.

Dear Sir:

Enclosed please find an original and four copies of the above application. Will you please make service upon the proper parties and, if no objections are forthcoming, issue an ex parte order. This section of highway is up for contract the middle of December and if an order is possible by that date, it will be greatly appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gb

Enclosures

Docket No. ____________________

Crossing No. __________________

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

Formal Title: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade over the tracks and right of way of the Southern Pacific Transportation Company, 0.4 Mile south of the City of Crabtree in the SE 1/4 of the NW 1/4 of Section 11, Township 11 south, Range 2 west, Willamette Meridian, Linn County, Oregon.

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

1. Name of Applicant: State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, OR 97310.
2. Statutory authority under which this application is made: ORS 763.030.
3. Location of proposed project: City of Crabtree.

   County: Linn
4. This project will reconstruct a public highway known as the Albany-Lyons Hwy.
5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company.
6. Is it possible or practical to construct the proposed street or highway above or below grade? Not at this time.
7. If No in No. 6 above, why not? It is not economically feasible to construct an overcrossing at this time.
8. List the proper parties of interest.

   A. Southern Pacific Transportation Company

   B. Linn County
9. What is the average annual daily traffic (vehicular) count? 2200 (1971).
10. What is the average volume of train movements per day?

    Passenger: 0 Switch: 0 Freight: 2
11. The proposed street or highway will approach the crossing on the ascending grade of 0.1054% from the west, and on descending grade of 0.1054% from the east.

12. The location of the proposed construction is in the SE 1/4 of the NW 1/4 of Section 11, in Township 11 south, Range 2 west, Willamette Meridian.

13. List types of protection to be installed:

Protection type: Cantilevered flashing light signals and crossing gates.

1. Who will perform the installation? Southern Pacific Transportation Company.
2. Who will pay for said installation?

Oregon State Highway Division	100% of Cost

3. Who will perform the maintenance? Southern Pacific Transportation Company.
4. Who will pay for said maintenance? Southern Pacific Transportation Company - 100% of Cost.

14. Who will construct the crossing: Southern Pacific Transportation Company.

15. Who will pay for such construction? Oregon State Highway Division - 100% of cost.

16. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof: Southern Pacific Transportation Company.

B. Remainder of crossing area: Oregon State Highway Division.

17. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof: Southern Pacific Transportation Company.

B. Remainder of crossing area: Oregon State Highway Division.

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes. If yes, why? To construct a more safe highway for the traveling public.

19. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes.

B. A point on the highway 400 feet from the intersection? Yes.

20. Are the maps and drawings required by OAR 43-045 attached to this application?

Yes - Drawing No. 9B-3-18.

21. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected.

0.4 Mile south	CC-697.30	2 flashing lights;	1 luminaire, 2 advance warning signs.
0.4 Mile north	CC-696.6	2 cross bucks	1 advance warning sign.

22. Other items of construction and cost distribution:

The highway at the site of the crossing will be surfaced with asphaltic concrete and consist of two 12-foot travel lanes, two 12-foot truck and bus stop lanes bounded by 4-foot paved shoulders. The hardwood plank crossing will be constructed by the Southern Pacific Transportation Company. The State will bear the entire cost of construction and installation of crossing protection. The Railroad will maintain the hardwood plank crossing and the automatic protection devices at their expense.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises..

Dated at Salem, Oregon, this 24th day of November, 1972.

A E Johnson
(Applicant)

(Attorney)

STATE OF OREGON)
) ss.
County of Marion)

I, A. E. Johnson being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

A E Johnson

(Notary Public for Oregon

My Commission Expires 12-18-72

TRANSACTION NUMBERS 11-38 AND 11-39

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-13-72

BY (Signature): MR. YOUNG'S NOVEMBER 7, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2 FAS-1106
ITEM NOS. RS-8 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1106	S-RS-223(8)	2.18	965,083	613,406	SANDERSON BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT, RAILROAD SIGNALS INCLUDING PROTECTIVE SERVICES AND PREPARATORY WORK.
8	RS-S-223(8)	1.36	604,917	384,485	SANDERSON BRIDGE SECTION	" "

11-16-72

RECEIVED
STATE HWY ENGR
NOV 15 '72
REFER TO
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

7859

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
11-13-72	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

RECEIVED
NOV 7 - 1972
FOR FILING

Canot

7859

5

RECEIVED
NOV 7 - 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

17859

DATE November 7, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project S-RS-223(8)

We are submitting program data for one jointly financed Secondary-Rural Secondary Project No. S-RS-223(8), Item No. 1106 (Secondary) and 8 (Rural Secondary), "Sanderson Bridge Section", which we desire to have included in the Federal-aid Secondary and Rural Secondary Highway Programs.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on December 21, 1972.

Enclosed is one copy each of State and District 4 Clearinghouse letters of approval dated February 10, 1971 and February 2, 1971, respectively.

Enc.

JG:dg

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

RECEIVED
FEB 12 1971
PROGRAM & PLANNING
DIVISION

February 10, 1971

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Sanderson Bridge Section (Linn Co.)
Clearinghouse #71.0014

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval. The Oregon State Game Commission calls attention to the following:

> "The South Santiam contains important runs of anadromous fish as well as resident species. Passage must be maintained and water quality should be kept at highest possible level. Strict control against any pollution during construction must be exercised."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

BEN GIFFORD
[-16-71

cc:
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase ✓
H. C. Johnson
R. D. Asburry

NOTED
R N CHASE

NOTED
R. W. ELLISON
Ellison

RECEIVED
FEB 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-12-71 REFERRED TO
Young
By Asst. State Hwy Engr.

NOTED
TOM EDWARDS

Gifford
~~Hall~~

oregon district

Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

February 2, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of your agency's Notice of Intent to apply for federal funds to reconstruct a section of the Albany-Lyons Highway. The Sub-District at a regular meeting held on January 21, 1971, determined that the project is compatible with area-wide planning and approved the proposed project.

The Executive Board of the Oregon District 4 Council of Governments at a meeting held on January 28, 1971, concurred with the action taken by the Linn-Benton Sub-District.

We recommend favorable action by any agency processing your application.

Sincerely yours,

William R. Hagman
William R. Hagman
Executive Director

NOTE
R. N. CHASE

SANDERSON BRIDGE
BEN GIFFORD cc: 2-5-71
R. E. Simpson
~~F. B. Klaboe~~ 8
F. L. Hall
D. H. Moehring
R. N. Chase ✓
H. S. Cox
B. L. Gifford
H. C. Johnson
R. D. Asburry

WRH:mlc

2-4-71

RECEIVED
FEB 3
NOTED
R. W. ELLISON
OFFICE OF
STATE HIGHWAY ENGINEER

Ellison
Gifford

RECEIVED
FEB 4 1971
PROGRAM & PLANNING
DIVISION

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID P** (PPM
DATE SUBMITTED TO W. O.	11-7-72	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 226 1.8 mi. SW of Crabtree E. 3.54 mi. 21 65	**ADT**	PRESENT 2,150*	FUTURE 3,425 (66) (70)	YEA 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave., RR Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AI 220

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 226 1.8 mi. SW of Crabtree E. 3.54 mi.			
5					**ROW**					
5					**CONST** (CODE) Y040 Y018 6203		"Sanderson Bridge Section"	(1.36) 2.18	(604,917) Rural Secondary 965,083	613,406

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(1.36) 2.18	(604,917) 965,083	613,406
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Second
the pr
the ba

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-7-72

.54 mi. 65	**ADT**	PRESENT 2,150*	FUTURE 3,425 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1106 (14) (18)

(58)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S-RS- 14 23	NUMBER 223 7	SEQ. NO. (8) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Linn	CODE 043 (14) (16)		PROGRAM STAGE
ROUTE NO. S	FEDERAL-AID 220 (32)	STATE 211 (36)	U.S. (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
	(54) (58)	(59) (66)	(67) (76)			
of mi.						Gr., Dr., H.T. pave 2-12' lanes with 10' paved shldrs. Inst. RR short-arm gates with gongs and cantilever flashing lights. RR protective service required.
						ROW - 110' min.; access control - partial; parking restrictions - none; RR adjustment required including preparatory work.
	(1.36) 2.18	(604,917) Rural Secondary 965,083	613,406	315,677		
CT .S	(1.36) 2.18	(604,917) 965,083	613,406	315,677		
		(16) (23)	(24) (33)			

REMARKS This project is jointly financed using Secondary and Rural Secondary funds; the overall length of the project is 3.54 mi. and is split between S & RS funds on the basis of percentage of RS funds available.

-OVER-

USCOMM DUSCOMM DC 48908-P61

SANDERSON BRIDGE SECTION

EXISTING FACILITY:

Proposed Facility - Located line only. One prestressed concrete box girder bridge, L 1,080', HC 44', over S. Santiam River presently being constructed on the located line under Project BR-S-223(7).

Present Traveled Way - 20' AC pavement with 3' shoulders. One 775' thru truss bridge over S. Santiam River with HC of 18'-11" and VC 14'-10". The structure is to be removed under Project BR-S-223(7) when the roadway and structure on the located line has been completed.

ADJACENT SECTIONS: 20' AC pavement with 3' shoulders.

PROJECT DATA: The work, on improved (new) alignment, consists of grade, drain and high-type pave two 12-foot lanes with 10-foot paved shoulders, signing, seeding, mulching and other incidental work common to this type of project. Install railroad short-arm gates with gongs and cantilever flashing lights. Railroad protective service required.

*The DHV is 235 for this location.

EXCEPTIONS TO MINIMUM STANDARDS: None

RAILROAD CROSSING DATA:

Name ----------------------	Southern Pacific Trans. Co.
No. of tracks -------------	One
No. of trains -------------	Two
No. of hi-speed trains ----	None
Existing protection -------	No existing crossing
Proposed protection -------	Gates with gongs & cantilever flashing lights
Railroad benefit ----------	None (present highway crossing to remain for local traffic use.)

SYSTEM ACTION, AIRPORTS, WATER DEVELOPMENTS, HISTORICAL & RECREATIONAL AREAS: None involved.

ENVIRONMENTAL STATEME
for this sectio
memorandum of J
one of the steps
ultimate highway
the South Santia
being constructe
requirements of
project under s
prior to October

PUBLIC HEARINGS: Co
tunity to reques
on March 26, 197

LOCATION/DESIGN APPRO
Secondary Road
respectively.

STATE AND DISTRICT 4
1971 and Februar

RELOCATION ASSISTANCE

NOTE: On-the-job tra
on this projec
number stipula

RAILROAD WORK:
Adjustment, e.g.
signal & communi

Inst. short-arm
lights (Type Cod

Protective servi

SANDERSON BRIDGE SECTION

ENVIRONMENTAL STATEMENT: The "Reassessment of Environmental Impacts" for this section of highway received FHWA concurrence under memorandum of June 20, 1972. The work under this project is one of the steps toward accomplishing the construction of the ultimate highway facility based on the fact the structure over the South Santiam River for this section of highway is presently being constructed under Project BR-S-223(7). Therefore, the requirements of PPM 90-1 were complied with for this proposed project under said Project BR-S-223(7) which was let to contract prior to October 1, 1972.

PUBLIC HEARINGS: Corridor hearing held September 18, 1969. Opportunity to request a design hearing was offered in news media on March 26, 1970 and April 2, 1970, and no requests were received.

LOCATION/DESIGN APPROVAL: Granted, under the provisions of this Secondary Road Plan, December 19, 1969 and January 22, 1971, respectively.

STATE AND DISTRICT 4 CLEARINGHOUSE: Approval letters dated February 10, 1971 and February 2, 1971, respectively.

RELOCATION ASSISTANCE PAYMENTS: Will be made by State as required.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

RAILROAD WORK:

Adjustment, e.g., guardrail, ballast, planking, signal & communication lines (Type Code Y040)		$ 8,000
Inst. short-arm gates with gongs & flashing lights (Type Code Y018)		22,000
Protective service		1,800
	Total	$31,800

---

ed concrete
tiam River
under

ders. One
h HC of
removed
tructure

sists of
th 10-foot
incidental
d short-arm
ilroad pro-

Co.

tilever

crossing to
c use.)

RECREATIONAL

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID P**
DATE SUBMITTED TO W.O.	11-7-72	(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 226 1.8 mi. SW of Crabtree E. 3.54 mi. 21 65	**ADT**	PRESENT 2,150*	FUTURE 3,425 (66) (70)	YEAR 92 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave., RR Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AI 220

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 226 1.8 mi. SW of Crabtree E. 3.54 mi.			
5					**ROW**					
5					**CONST** (CODE) Y040 Y018 6203		"Sanderson Bridge Section"	(2.18) 1.36	(965,083) Secondary 604,917	 384,485

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(2.18) 1.36	(965,083) 604,917	384,485
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Secon
the p
the b

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-7-72

3.54 mi. (65)	**ADT**	PRESENT 2,150*	FUTURE 3,425 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 8 (14) (15)

UTE (66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) RS-S- 14 23	NUMBER 223 7	SEQ. NO. (8) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

ary

COUNTY NAME Linn	CODE 043 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S	FEDERAL-AID 220 (32)	STATE 211 (36)	U.S. (37) (41)

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
SW of mi.						Gr., Dr., H.T pave 2-12' lanes with 10' paved shldrs. Inst. RR short-arm gates with gongs and cantilever flashing lights. RR protective service required.
ge	(2.18) 1.36	(965,083) Secondary 604,917	384,485	220,432		ROW - 110' min.; access control - partial; parking restrictions - none; RR adjustment required including preparatory work.
OJECT TALS	(2.18) 1.36	(965,083) 604,917	384,485	220,432		
		(16) (23)	(24) (33)			

REMARKS This project is jointly financed using Rural Secondary and Secondary Federal funds; the overall length of the project is 3.54 mi. and is split between RS & S funds on the basis of percentage of RS funds available.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

SANDERSON BRIDGE SECTION

EXISTING FACILITY:

Proposed Facility - Located line only. One prestressed concrete box girder bridge, L 1,080', HC 44', over S. Santiam River presently being constructed on the located line under Project BR-S-223(7).

Present Traveled Way - 20' AC pavement with 3' shoulders. One 775' thru truss bridge over S. Santiam River with HC of 18'-11" and VC 14'-10". The structure is to be removed under Project BR-S-223(7) when the roadway and structure on the located line has been completed.

ADJACENT SECTIONS: 20' AC pavement with 3' shoulders.

PROJECT DATA: The work, on improved (new) alignment, consists of grade, drain and high-type pave two 12-foot lanes with 10-foot paved shoulders, signing, seeding, mulching and other incidental work common to this type of project. Install railroad short-arm gates with gongs and cantilever flashing lights. Railroad protective service required.

*The DHV is 235 for this location.

EXCEPTIONS TO MINIMUM STANDARDS: None

RAILROAD CROSSING DATA:

Name ---------------------- Southern Pacific Trans. Co.
No. of tracks ------------- One
No. of trains ------------- Two
No. of hi-speed trains ---- None
Existing protection ------- No existing crossing
Proposed protection ------- Gates with gongs & cantilever flashing lights
Railroad benefit ---------- None (present highway crossing to remain for local traffic use.)

SYSTEM ACTION, AIRPORTS, WATER DEVELOPMENTS, HISTORICAL & RECREATIONAL AREAS: None involved.

ENVIRONMENTAL STATEME
for this sectio
memorandum of J
one of the steps
ultimate highwa
the South Santi
being construct
requirements of
project under sa
prior to Octobe

PUBLIC HEARINGS: Co
tunity to reque
on March 26, 197

LOCATION/DESIGN APPR
Secondary Road
respectively.

STATE AND DISTRICT 4
1971 and Februa

RELOCATION ASSISTANCE

NOTE: On-the-job tr
on this proje
number stipula

RAILROAD WORK:
Adjustment, e.g.
signal & communi

Inst. short-arm
lights (Type Cod

Protective servi

SANDERSON BRIDGE SECTION

sed concrete
ntiam River
under

ders. One
th HC of
removed
structure

sists of
th 10-foot
incidental
ad short-arm
ilroad pro-

Co.

tilever

crossing to
ic use.)

& RECREATIONAL

ENVIRONMENTAL STATEMENT: The "Reassessment of Environmental Impacts" for this section of highway received FHWA concurrence under memorandum of June 20, 1972. The work under this project is one of the steps toward accomplishing the construction of the ultimate highway facility based on the fact the structure over the South Santiam River for this section of highway is presently being constructed under Project BR-S-223(7). Therefore, the requirements of PPM 90-1 were complied with for this proposed project under said Project BR-S-223(7) which was let to contract prior to October 1, 1972.

PUBLIC HEARINGS: Corridor hearing held September 18, 1969. Opportunity to request a design hearing was offered in news media on March 26, 1970 and April 2, 1970, and no requests were received.

LOCATION/DESIGN APPROVAL: Granted, under the provisions of this Secondary Road Plan, December 19, 1969 and January 22, 1971, respectively.

STATE AND DISTRICT 4 CLEARINGHOUSE: Approval letters dated February 10, 1971 and February 2, 1971, respectively.

RELOCATION ASSISTANCE PAYMENTS: Will be made by State as required.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

RAILROAD WORK:

Adjustment, e.g., guardrail, ballast, planking, signal & communication lines (Type Code Y040)		$ 8,000
Inst. short-arm gates with gongs & flashing lights (Type Code Y018)		22,000
Protective service		1,800
	Total	$31,800

RECEIVED
SEP 27 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7859

September 27, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

SUBJECT: Oregon Project BR-S223(6)
Sanderson Bridge Section
Albany-Lyons Hwy. No. 211
Linn County

Dear Mr. Green:

Attached hereto are two conformed copies of a Construction-Abandonment Agreement covering right-of-way acquisition, adjustment of utilities, construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under date of May 17, 1972.

Please give this matter your consideration and, if your concurrence is required,notify this office and certified copies from the Highway Commission files will be presented for the proper signatures.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

RECEIVED

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7857

June 6, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Re: Preliminary Right of Way Map,
Encroachment Map and PUC Map
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
Your File: 323-3

ATTENTION: Mr. E. A. Kendrew

NOTED
F. B. KLABOE

Gentlemen:

In your letter dated August 15, 1969, you requested information relative to the above captioned project. You will find enclosed two prints each of the following information:

1. Right of Way Map, dated May 31, 1972, Drawing No. 9B-10-1
2. Encroachment Map, Drawing No. 9B-10-3, dated May, 1972
3. PUC Map, Drawing No. 9B-3-18, revised May, 1972

The construction of this highway will require a crossing of your Woodburn-Springfield branch south of Crabtree. The crossing proposed will be at grade as shown on the enclosed information. It will constitute a new crossing of your tracks since it will not be practical to close any other grade crossing in the vicinity. We propose truck and bus stop lanes at the new grade crossing and that it be protected by PUC Standard No. 2B flashing light signals supplemented with PUC Standard No. 4 crossing gates. The installation of crossing protection, hardwood plank crossing, the adjustment of signal and communication lines and railroad protective work must be done by your forces. You will be reimbursed for all costs you incur as a result of this project, in accordance with PPM 30-3 and supplements thereto.

This project is to be constructed in two contracts. One will be for the bridge over the South Santiam River and bids for this will be received on July 27, 1972. The remainder of the construction will be contained in the contract to be let on December 28, 1972 and will include the road work for construction of the grade crossing of your tracks.

We will make application to the Public Utility Commissioner for this grade crossing in the near future. Please supply us with the train movements and speed of trains through this area so this information may be included in our PUC application.

Additional information will be transmitted to you as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco w/attachments

L. V. Topaz - PUC w/Drawing No. 9B-3-18

F. B. Klaboe
F. L. Hall
J. B. Boyd
J. W. Valentine

RECEIVED
JUN [illegible] 197[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1972
FOR FILING

7859

May 24, 1972

Orig. # 7790

Mr. Herman Moritz
3421 Geary Street
Albany, OR 97321

[illegible] file)

Dear Mr. Moritz:

In response to your May 6 letter, Mr. J. B. Boyd, Regional Engineer, met with you recently and discussed the location for the new Sanderson Bridge.

Several studies were made but the Highway Division will proceed with the route accepted at the hearing. As Mr. Boyd explained to you, the contract for the bridge will be awarded in July and the grading portion of the work will be contracted sometime in December.

If, in the future, road connections due to the increasing developments are required, the County may propose these for inclusion in the county road system. At the present, however, no connection is planned near the east end of the new bridge.

We appreciate having your comments and hope that Mr. Boyd answered all your questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc Mr. Floyd Mullen, Chairman
Linn County Board of Commissioners

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
J. B. Boyd
H. S. Cox

JBB:jc ms

Albany Oreg 97321

May 6 1972

Chief Engineer
State Highway Department
Salem Oregon

Proposed Sanitary Land Fill
New bridge Location Sanderson
Bridge

Dear Sir.

I have property directly Down River from the Old Sanderson Bridge that I have offered to Linn Countyand others for a sanitary LandFill Garbage dump, I offeref this to Linn county more than two weeks ago and requested that they have Department of Enviornment Quality have their engineers check the site to see if it would qualify for a sanitary Land fill, Under D.E.Q. Specifications, As some time has gone by and nothing happened I called Mr. Floyd Mullen a Linn County Commissioner and ask why nothing has happened in regard to the matter,

He then informen me of a secret Meeting that was held between your department and the Linn County Commision and told me of your plan to possibly moove the bridge up stream in one of two places, Wich would probibly make it difficult to get to our site and that he was waiting to see what your decision would be.

Right here & now I hereby request a turn off at the east end of the New bridge and request that it be built as staked next to the old bridge, Mr. Mullen has advised me that our site for a sanatary Land fill is the best that has been offered so far, And said he know of no other that was any way near as good.

It is my understanding that the Oregon State Highway Dept has not been informed of our intention of making a Sanitary Land Fill and that no provision for exits has been considered for the extra traffic this would creat for the area.

We protest the mooving of the Bridge to any of the locations south of whare the bridge is now, If the land fill goes in it would be nessary to haull all of Albanys Garbage through the town of Crabtree, And you can see that this would really cause trouble.

I am today making a written request to D.E.Q. for an examination of the property at the earliest Possible time so that some decision can be made regarding to exits and Bridge locations, Before you go to far with your plans for mooving the bridge.

I would be willing to meet with Highway Personell in regard to the matter.

May I hear from You on this matter.

Very Truly Yours.

Very truely Yours.

Herman Moritz

Herman Moritz

3421 Geary Street

Albany Oregon 97321

Telephone 926-0478

Encosure.

REGION 2 ENGINEER
RECEIVED
MAY 9 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Beaver Rock Products, Inc.
3421 Geary St., Ph: (503) 926-0478
Albany, Oregon 97321

May 6 1972

Mayor Larry Christianson &
City Council.
City Hall
Lebanon Oregon 97355

Gentlemen

I read in The Democrat Hearald that the City of Lebanon is now considering making the Lebanon City Dump a Regional Land Fill, I am sure this consideration is due to the belief that there is no other site available for a sanitary land Fill in the area, This is far from the truth.

I have under option a tract of land that is perhaps the best suited for a landFill project in the area and is for sale at a reasonable price, It consists of aproximately forty One Acres of River Bottom soil that can be worked at all times of the year due to the sandy texture of the soil, It is located about 1/2 mile down stream from the east end of the Sanderson Bridge near crabtree.

I submitted this property to Mr. Floyd Mullen a Linn County Commissioner on or about April 22 and requested that the Department of Environment Quality inspect the property and make a report on wether or not the property would qualify for a Sanitary Land Fill project under D.E.Q.regulations, Almost 1/2 of a month has now gone by and the information and request has not been made as near as I can determine.

Mr. Mullen told me that the property I proposed as a sanitary Land fill described above is far and away the best site that they have available, But held up submitting it to D.E.Q. because of the undecided location of the new Sandersons Bridge in the neighborhood.

It is not my intention to tell the Mayor & City Council of Lebanon their business but I only wanted to tell you that there is other property available and that it is not nessary for Lebanon to sacrifice their dump Facilicies by making it a regional Land fill that would use up Lebanons Facilicies much sooner than Nessary, As it wouldn't be long before Lebanon would be in the same position that Albany & Sweet Home now find themselves, Without proper Land fill Facilicies.

I am now going to submit the above property to D.E.Q. Directly with the request of an inspection by their engineers to determine if the proposed site will Qualify for a

For a sanitary land fill [illegible] their specifications.

The property is isolates, Lies at least 1/2 mile form the nearest building, It is hidden From view by its own small timber & brush could only be seen fom an airoplane by flying directly over it and would not harm anyone in any way it could be made very assessible if the New Sandersons Bridge is built at the same location that the old noe is located only slightly up stream as is now proposed, By putting in turn offs at the easr end of the Bridge.

Trusting this information will be of intrest to You and the council I am.

Very truely Yours.
Herman Moritz

Herman Moritz
Beaver Rock Products Inc.
3421 Geary Street
Albany Oregon 97321

Copies
State Highway Dept ✓
County Commissioners Linn County
City of Sweet Home
D.E.Q.

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7860 Tualatin Valley Hwy. @ S.E. Minter Br. '72
Rd. (Hills.) Sec. of Tual. Valley Hwy.
(Grading, paving, & traffic signals)

C&A 4325
RR 747

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Attention of Mr. Eldon S. Mills, Manager

Request No. (assigned by staff engineer or head of section) CC 1498

Date July 16, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5014(2)
T.V. Highway at Minter Bridge Road
City of Hillsboro

Covered by agreement dated 10/5/71
Contract No. 7860

Itemized Statement: CLR-DT File No. 501402 Advance Deposit $41,800.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$41,800.00	
		Amount Previously Transferred	25,800.00	
				$16,000.00
		City's share per attached sheet	$37,154.74	
		Amount previously transferred	25,800.00	11,354.74
		REFUND DUE CITY		$ 4,645.26
		(Attach itemized statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $41,800.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $25,800.00

Give the number of the last previous request in connection with this same service. CC 1372

Credit distribution:

34-0604-299	$1,436.56
34-0611-299	9,918.18

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 16, 1975

CITY Hillsboro **Contract No.** 7860 **Date Completed** 10/2/73

PROJECT # T-5014(2) **Section** T.V. Highway at Minter Bridge Road

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$ 96,583.64
SFO No. 1 Work by S.P. Transportation Co.	21,500.48
SFO No. 3 Permanent Traffic Lines	789.00
SFO No. 4 Work by Portland General Electric Co.	2,999.95
SFO No. 5 Furnish and Install "Signal Ahead Signs"	221.38
Construction Engineering	13,257.72
Utility Audit Expense	318.11
Equal Opportunity Program Expense	79.02
Preliminary Engineering	7,936.05
TOTAL COST	$143,685.35
Federal Aid funds collected	69,375.86
Amount to be shared by State and City	$ 74,309.49
City share per agreement dated 10/5/71:	
50% of $74,309.49	$ 37,154.74
City's advance deposit	41,800.00
BALANCE TO BE REFUNDED TO CITY	4,645.26

Reference: Billing Form CC 1498

ED BY
ER GENERAL,
AY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5014(2) Hillsboro

VOUCHER PERIOD: FROM 8-24-71 TO 6-7-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
34-0604 $ 7,936.05	$ 7,966.85	63.65%	$ 5,062.93	$ 5,062.93	$0.00	
34-0611 $135,756.85	134,433.38	47.84%	64,312.93	64,312.93	0.00	
$143,692.90	$142,400.23		$69,375.86	$69,375.86	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

S EMENT OF COSTS INCURRED UNDER PROJECT REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section					
	Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 7,966.85	
	Total Preliminary Engineering Cost				$ 7,966.85	
	Construction					
	Type Code 6201					
	Roadway (Sta. 335+50 to Sta. 374+00)(Contr. 7860)					
	Final Contract Payment Summary	Lump	Sum		$ 97,558.64	
SFO	#1 Work by S.P. Transportation Co.	All	Required		21,500.48	
SFO	#3 Permanent Traffic Lines	All	Required		789.00	
SFO	#4 Work by Portland Gen. Electric Co.	Lump	Sum		2,999.95	
SFO	#5 Furnish & Install "Signal Ahead Signs"	All	Required		224.93	
	Total Construction Cost				$123,073.03	
	Construction Engineering					
	State	All	Required		$ 12,013.53	
	Liquidated Damages					
	Final Contract Payment Summary	Lump	Sum		$ (1,050.00)	
	Miscellaneous Project Costs					
	Utility Audit Expense	All	Required		$ 318.11	
	Equal Opprotunity Program Expense	All	Required		78.74	
	Total Miscellaneous Project Cost				$ 396.85	
	Total Participating Cost				$142,400.23	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump	Sum		$ 75.00	
SFO	#5 Furnish & Install "Signal Ahead" Signs	All	Required		~~4.00~~	3.55)
	Construction Engineering	All	Required		1,244.19	
	Equal Opportunity Program Expense	All	Required		.28	
	Preliminary Engineering	All	Required		(30.80)	
	Total Nonparticipating Cost				$ 1,292.67	
	Total Cost				$143,692.90	
	Note: The City of Hillsboro has only $69,375.80 Federal Money available; therefore, the prorate percentages have been adjusted to show this amount of Federal Funds.					
	AMOUNT CARRIED FORWARD......					

```
/ HWY-FAP T-5014(2)          CONT NO 7860 * FA PROJ NOS T   514002/100
                                034   0611     201     00 P 1                                                 97,558.64
                                034   0611     201     00 N 1                                                     75.00
                                034   0611     203     00 P 1                                                  1,050.00CR
                                034   0611     205     00 N 9                             2,173.91
                                034   0611     276     05 P 1 SFO#5                         113.48                224.93
                                034   0611     276     05 N 1  "  "                           7.55CR                3.55CR
                                034   0611     278     03 P 1 SFO#3                                               789.00
                                034   0611     285     01 P 1 SFO#1                         238.60CR           21,500.43
                                034   0611     285     04 P 1 SFO#4                                             2,999.95
                                034   0611     296     00 N 9                             1,422.07             90,112.93CR
                                034   0611     298     00 N 9                             1,422.07CR           64,312.93
                                034   0611     299     00 N 9                                                  25,800.00
                                034   0611     900     00 P 1                             1,066.68CR           12,013.53
                                034   0611     900     00 N 1                             1,066.68              1,244.19
                                034   0611     915     00 P 1                               137.63                318.11
                                034   0611     905     00 P 1                                                      78.74
                                034   0611     905     00 N 1                                                        .28
                                               TOT     P1                                 1,054.17CR          134,433.33
                                               TOT     N1                                 1,059.13              1,315.92
                                               TOT     N9                                 2,173.91
                                            ** JOB TOTALS **                    **        2,178.87   **       135,749.30

IN ST-HAWTHORNE ST           CONT NO 8120   FA PROJ NOS T   511005 100
                                034   0612     296     00 N 9          37.59CR            1,842.81CR            1,904.32CR
                                034   0612     298     00 N 9          37.59              1,842.81              1.904.32
                                034   0612     900     00 P 1          44.60                129.42                129.42
                                034   0612     900     00 N 1                                13.17                 13.17
                                034   0612     905     00 P 1                                80.02                 80.02
                                034   0612     911     00 P 1                               657.12              1,271.99
                                034   0612     911     00 N 1                                                      .31CR
                                034   0612     914     00 P 1                               100.91                100.91
                                034   0612     920     00 P 1                                51.94                 51.94
                                034   0612     921     00 P 1                               744.25                744.25
                                034   0612     923     00 P 1                                72.92                 72.92
                                               TOT     P1              44.60              1,836.58              2,451.45
                                               TOT     N1                                    13.17                 12.86
                                            ** JOB TOTALS **           44.60  **          1,849.75   **         2,464.31

BERG URB AREA TOPICS PLAN    CONT NO      * FA PROJ NOS T   520001 100
                                036   0602     296     00 N 9                             1,143.76CR            4,883.76CR
```

```
HWY AT SE MINTER BR RD     CONT NO      * FA PROJ NOS T   514002 100                                                              S
                                034   0604     296      00 N 9                                                  5,062.93CR
                                034   0604     298      00 N 9                                                  5,062.93
                                034   0604     900      00 P 1                                                    109.10
                                034   0604     900      00 N 1                                                     12.02CR
                                034   0604     901      00 P 1                                                  3,523.45
                                034   0604     901      00 N 1                                                       .02CR
                                034   0604     905      00 P 1                                                  1,739.91
                                034   0604     905      00 N 1                                                      7.47CR
                                034   0604     906      00 P 1                                                     97.13
                                034   0604     906      00 N 1                                                       .24CR
                                034   0604     909      00 P 1                                                    232.00
                                034   0604     911      00 P 1                                                    910.67
                                034   0604     911      00 N 1                                                       .69CR
                                034   0604     912      00 P 1                                                      6.44
                                034   0604     912      00 N 1                                                       .01CR
                                034   0604     914      00 P 1                                                    636.56
                                034   0604     914      00 N 1                                                       .37
                                034   0604     921      00 P 1                                                    711.59
                                034   0604     921      00 N 1                                                     10.72CR
                                               TOT      P1                                                      7,966.85
                                               TOT      N1                                                         30.80CR
                                         ** JOB TOTALS **                **                  **                 7,936.05

S CR RD & E ST             CONT NO      * FA PROJ NOS T   511002 100                                                              S
                                034   0605     296      00 N 9                               4.24CR             2,700.63CR
                                034   0605     298      00 N 9                               4.24               2,700.63
                                034   0605     900      00 P 1                                                      1.50
                                034   0605     901      00 P 1                                                  1,656.73
                                034   0605     905      00 P 1                                                    999.83
                                034   0605     909      00 P 1                                                    100.16
                                034   0605     910      00 P 1                                                    232.92
                                034   0605     911      00 P 1                                                    614.12
                                034   0605     911      00 N 1                                                       .61
                                034   0605     912      00 P 1                                                     48.15
                                034   0605     914      00 P 1                                                    142.01
                                034   0605     920      00 P 1                                                      6.50
                                034   0605     921      00 P 1                                                    441.00
                                               TOT      P1                                                      4,242.92
                                               TOT      N1                                                           .61
                                         ** JOB TOTALS **                **                  **                 4,243.53   **
```

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 8-7-74

D. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5014(2)

VOUCHER PERIOD: FROM 8-24-71 TO 8-7-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
34-0604 $ 7,936.05	$ 7,966.85	63.65%	$ 5,062.93	$ 5,062.93	$0.00	
34-0611 $135,756.85	134,433.38	47.84%	64,312.93	64,312.93	0.00	
$143,692.90	$142,400.23		$69,375.86	$69,375.86	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section					
	Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 7,966.85	
	Total Preliminary Engineering Cost				$ 7,966.85	
	Construction					
	Type Code 6201					
	Roadway (Sta. 385+50 to Sta. 374+00)(Contr. 7860)					
	Final Contract Payment Summary	Lump	Sum		$ 97,558.64	
SFO	#1 Work by S.P. Transportation Co.	All	Required		21,500.48	
SFO	#3 Permanent Traffic Lines	All	Required		789.00	
SFO	#4 Work by Portland Gen. Electric Co.	Lump	Sum		2,999.95	
SFO	#5 Furnish & Install "Signal Ahead Signs"	All	Required		224.93	
	Total Construction Cost				$123,073.00	
	Construction Engineering					
	State	All	Required		$ 12,013.53	
	Liquidated Damages					
	Final Contract Payment Summary	Lump	Sum		$ (1,050.00)	
	Miscellaneous Project Costs					
	Utility Audit Expense	All	Required		$ 318.11	
	Equal Opprotunity Program Expense	All	Required		78.74	
	Total Miscellaneous Project Cost				$ 396.85	
	Total Participating Cost				$142,400.23	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump	Sum		$ 75.00	
SFO	#5 Furnish & Install "Signal Ahead" Signs	All	Required		4.00	
	Construction Engineering	All	Required		1,244.19	
	Equal Opportunity Program Expense	All	Required		.28	
	Preliminary Engineering	All	Required		(30.80)	
	Total Nonparticipating Cost				$ 1,292.67	
	Total Cost				$143,692.90	
	Note: The City of Hillsboro has only $69,375.86 Federal Money available; therefore, the prorate percentages have been adjusted to show this amount of Federal Funds.					
	AMOUNT CARRIED FORWARD...					

Summary of Completed Federal Aid Work

T.V. Hwy at S.E. Minter Br. Rd. (Hillsboro) Section

T-5014(2)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	$ 7,936.05	$ 5,062.93	-
Roadway (Sta. 385+50 to Sta. 374+00)	6201	135,756.85	64,312.93	0.218 Mile
		$143,692.90	$69,375.86	0.218 Mile

EXCERPT FROM COMMISSION MEETING MINUTES
January 30, 1974

T-5014(2)

Item No. 4e (3)

Mr. Klaboe reported on the requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. He pointed out that these requests have been carefully investigated and the results of these investigations have been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time as follows:

(3) Gary Baker, Contract No. 7860. Tualatin Valley Highway, Washington County, requested an extension of 80 days. A 49-day extension was granted.

pl

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DC (HHO-32)
✓OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 8-6-74	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. T-5014(2)
COMPLETION DATE 10-2-73	ACCEPTANCE DATE BY CONTRACT AGENCY 12-21-73	TIME ELAPSED 133 %	CONTRACT TIME 190 C.D.
APPROVED EXTENSIONS 49 C.D.	LOCATION : Intersection of Tualatin Valley Highway and Minter Bridge Road in the City of Hillsboro.		

x *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

x *A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
AUG 07 1974
Washington

TUALATIN VALLEY HWY. @ S.E. MINTER BR. RD.
TUALATIN VALLEY HIGHWAY
Grading, Paving, and Signals

Work completed under this project consisted of grading, paving, and drainage necessary to provide channelization and realignment of S.E. 21st Avenue and the installation of traffic control signals at the intersection of S.E. Minter Bridge Road and the Tualatin Valley Highway.

All contract work was completed on October 2, 1973 at a final cost of $149,075.26 (which includes $11,308.82 for the engineer) approximately 3.8% above the original authorized amount of $143,593.96. A total of 253 days were used to complete the work as compared to the contract time of 190 calendar days. An additional 49 calendar days were approved, leaving 14 days for which liquidated damages were assessed.

8-7-74

NOTED
H.S. COULTER

RECEIVED
AUG 7 1974
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 8-6-74	TITLE District Engineer	DATE AUG 07 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7860 2

STATE COPY

MONTHLY TRANSACTION NUMBER 8-3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Washington
MODIFICATION NUMBER 2	(PPM 21-7) 7-24-74	PROJECT NUMBER T-5014(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 155,824	$ 155,824.00
Federal Funds	$ 99,040	$ 69,375.86
Other revisions		

This modification is made for the following reasons:

To reduce the federal funds under project agreement to the remaining topics funds available to the City of Hillsboro

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By D. J. Smith
(Division Engineer)
for G. L. Green

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5014(2)

T.V. HWY. AT SE MINTER BR. RD. (HILLSBORO) SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, July 15, 1974

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,000.00

Type Code 6201
Roadway (Sta. 385+50 to Sta. 374+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,800.00
Clearing and Grubbing	All Required		3,475.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	2,516 cu.yd.	3.90	9,812.40
Trench Excavation	70 cu.yd.	9.50	665.00
Finishing Roadbed and Slopes	All Required		850.00
Obliteration of Roadway	700 sq.yd.	1.00	700.00
Watering	65 M-gal.	5.00	325.00
1"-0 Aggregate Base	3,912 ton	3.70	11,248.00
Class B Asphalt Concrete Mixture	830 ton	9.25	9,925.25
Asphalt Cement in Mixture	53 ton	38.00	2,014.00
12-inch Culvert Pipe	66 lin.ft.	6.00	396.00
8-inch Sewer Pipe	190 lin.ft.	7.00	1,330.00
12-inch Sewer Pipe	74 lin.ft.	8.50	629.00
Concrete Inlets, Type G-1	12 only	225.00	2,700.00
Concrete Driveways	195 sq.yd.	8.20	1,599.00
Concrete Curbs	55 cu.yd.	65.00	3,575.00
Extra for Asphalt Approaches	2 only	65.00	130.00
Adjusting Manholes	2 only	200.00	400.00
Capping Inlets	3 only	100.00	300.00
Traffic Signal Installation, Complete	All Required		38,746.00
			$ 97,346.05

Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Railroad Protective Cost	All Required	1,400.00
Permanent Pavement Striping	All Required	500.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
Work by Southern Pacific Transportation Co. SFO #1	All Required	30,120.00
Utility Adjustments SFO #4	All Required	2,999.95
Roadside Seeding and Mulching EW #3	All Required	320.00
		$ 37,039.95
	Subtotal	$134,386.00
	Engr. & Cont.	13,438.00
	Total	$147,824.00

Length of Roadway - - - - - - - - - - - 0.218 mile
Cost of Roadway per Mile - - - - - - - $678,091.74

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 8,000.00	$ 3,561.75	$ 2,219.12	$ 2,219.13
Roadway	147,824.00	65,814.11	41,004.95	41,004.94
Totals	$155,824.00	$69,375.86	$43,224.07	$43,224.07

Group 1 - 100%

Contract No. 7860

Prefix 34-0611

T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section

State Work - Nonparticipating

Setting Mailbox Posts	4 only	25.00	$100.00
Furnish Mailbox Posts	All Required		50.00
			$150.00

RR Protective Cost - SPTC
Estimate

Figure one Engineer-Inspector for one month.
Headquarters - Portland

Salary	$990.00/month	
+ 41% Additives	405.00	
Total	$1,395.00	RR Protective Cost
State will stand	$1,400.00	RR Protective Cost

7860

STATE COPY

5

MONTHLY TRANSACTION NUMBER 12-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Washington
MODIFICATION NUMBER 1	12-11-73	PROJECT NUMBER T-5014(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 16, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 111,448	$ 155,824
Federal Funds	$ 70,835	$ 99,040
Other revisions		

This modification is made for the following reasons:

Increased quantities and removal of approved items from retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of December, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-869

Oregon State Highway Division

Federal-aid Project
No. T-5014(2)

T.V. HWY. AT SE MINTER BR. RD. (HILLSBORO) SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, December 4, 1973

Revised Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 8,000.00
Type Code 6201 Roadway (Sta. 385+50 to Sta. 374+00)			
Temporary Protection and Direction of Traffic	All Required		$ 4,800.00
Clearing and Grubbing	All Required		3,475.00
Removal of Structures and Obstructions	All Required		500.00
*General Excavation	2,516 cu. yd.	3.90	9,812.40
Trench Excavation	70 cu. yd.	9.50	665.00
Finishing Roadbed and Slopes	All Required		850.00
Obliteration of Roadway	700 sq. yd.	1.00	700.00
Watering	65 M-gal.	5.00	325.00
*1"-0 Aggregate Base	3,912 ton	3.70	14,474.40
*Class B Asphalt Concrete Mixture	1,073 ton	9.25	9,925.25
Asphalt Cement in Mixture	53 ton	38.00	2,014.00
12-inch Culvert Pipe	66 lin. ft.	6.00	396.00
8-inch Sewer Pipe	190 lin. ft.	7.00	1,330.00
12-inch Sewer Pipe	74 lin. ft.	8.50	629.00
Concrete Inlets, Type G-1	12 only	225.00	2,700.00
Concrete Driveways	195 sq. yd.	8.20	1,599.00
Concrete Curbs	55 cu. yd.	65.00	3,575.00
Extra for Asphalt Approaches	2 only	65.00	130.00
Adjusting Manholes	2 only	200.00	400.00
Capping Inlets	3 only	100.00	300.00
Traffic Signal Installation, Complete	All Required		38,746.00
			$ 97,346.05

Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Railroad Protective Cost	All Required	1,400.00
Permanent Pavement Striping	All Required	500.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
Work by Southern Pacific Transportation Co. SFO#1	All Required	$ 30,120.00
Utility Adjustments SFO#4	All Required	2,999.95
Roadside Seeding and Mulching EW#3	All Required	320.00
		$ 37,039.95
	Subtotal	$134,386.00
	Engr. & Cont.	13,438.00
	Total	$147,824.00
Length of Roadway	0.218 miles	
Cost of Roadway Per Mile	$678,091.74	

*Denotes items in which quantities have been increased.

Summary of Funds

Description	Total Cash	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 8,000.00	$ 5,084.00	$ 1,458.00	$ 1,458.00
Roadway	147,824.00	93,956.00	26,934.00	26,934.00
Totals	$155,824.00	$ 99,040.00	$ 28,392.00	$ 28,392.00

Group 1 - 100%

Contract No. 7860

Prefix: 34-0611

T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section

State Work - Nonparticipating

Setting Mailbox Posts	4 only	25.00	$100.00
Furnish Mailbox Posts	All Required		50.00
			$150.00

RR Protective Cost - SPTC
Estimate

Figure one Engineer-Inspector for one month
Headquarters - Portland

Salary	$ 990.00/month	
+ 41% Additives	405.00	
Total	$1,395.00	RR Protective Cost
State will stand	$1,400.00	RR Protective Cost

7860 **STATE COPY** Form Approved; O.M.B. No. 04-R2089 5

MONTHLY TRANSACTION NO. 1-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Washington
PROJECT REPORT NO. 5	1-16-73	PROJECT NO. T-5014(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8 at S.E. Minter Bridge Rd. (Hillsboro)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	8-24-71 8-7-72	0.11
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-29-72	0.11
OTHER *(Specify)*		

FUNDS

Pro-rate 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 111,448	$ 70,835

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)
By LSYoung for E.S. Hunter
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
pr G. L. Green (Division Engineer)

Date executed by Division Engineer 1-16-73

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulation and traffic control provisions are contained in State-City agreement approval by the Highway Commission on June 22, 1971.

Oregon State Highway Division

Federal Aid Project
No. T-5014(2)

T.V. HWY. AT SE MINTER BR. RD. (HILLSBORO) SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, January 12, 1973

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 8,000.00
Type Code 6201 Roadway (Sta. 385+50 to Sta. 374+00)			
Temporary Protection and Direction of Traffic	All Required		$ 4,800.00
Clearing and Grubbing	All Required		3,475.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	2,150 cu.yd.	3.90	8,385.00
Trench Excavation	70 cu.yd.	9.50	665.00
Finishing Roadbed and Slopes	All Required		850.00
Obliteration of Roadway	700 sq.yd.	1.00	700.00
Watering	65 M-gal.	5.00	325.00
1"-0 Aggregate Base	3,040 ton	3.70	11,248.00
Class B Asphalt Concrete Mixture	830 ton	9.25	7,677.50
Asphalt Cement in Mixture	53 ton	38.00	2,014.00
12-inch Culvert Pipe	66 lin.ft.	6.00	396.00
8-inch Sewer Pipe	190 lin.ft.	7.00	1,330.00
12-inch Sewer Pipe	74 lin.ft.	8.50	629.00
Concrete Inlets, Type G-1	12 only	225.00	2,700.00
Concrete Driveways	195 sq.yd.	8.20	1,599.00
Concrete Curbs	55 cu.yd.	65.00	3,575.00
Extra for Asphalt Approaches	2 only	65.00	130.00
Adjusting Manholes	2 only	200.00	400.00
Capping Inlets	3 only	100.00	300.00
Traffic Signal Installation, Complete	All Required		38,746.00
			$ 90,444.50
Additional Items			
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Railroad Protective Cost	All Required		1,400.00
Permanent Pavement Striping	All Required		500.00
Stage Construction Striping	All Required		100.00
Temporary Erosion Control	All Required		100.00
			$ 3,600.00
	Subtotal		$ 94,044.50
	Engr. & Cont.		9,403.50
	Total		$103,448.00

Length of Roadway - - - - - - - - - - -	0.218 mile
Cost of Roadway per Mile - - - - - -	$474,532.11

Retained in Program Status

Work by Southern Pacific Transportation Co.	All Required	$ 30,000.00
Utility Adjustments	All Required	2,000.00
Roadside Seeding and Mulching	All Required	320.00
	Subtotal	$ 32,320.00
	Engr. & Cont.	3,232.00
	Total	$ 35,552.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Prelim. Engrg.	$ 8,000	$ 5,084	$ 1,458	$ 1,458
Roadway	103,448	65,751	17,598	20,099
Subtotals	$111,448	$70,835	$19,056	$21,557
Retained in Program	35,552	22,596	6,478	6,478
Totals	$147,000	$93,431	$25,534	$28,035

Group 1 - 100%

Contract No. 7860

Prefix 34-0611

T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section

State Work - Nonparticipating

Setting Mailbox Posts	4 only	25.00	$100.00
Furnish Mailbox Posts	All Required		50.00
			$150.00

RR Protective Cost - SPTC
Estimate

Figure one Engineer-Inspector for one month.
Headquarters - Portland

Salary	$990.00/month	
+ 41% Additives	405.90	
Total	$1,395.00	RR Protective Cost
State will stand	$1,400.00	RR Protective Cost

7760

July 16, 1974

TO	G. L. Green, Division Engineer Federal Highway Administration	Federal Aid Project No. T-5014(2)
FROM	C. T. Keasey Construction Engineer	
SUBJECT	Request Federal Aid Project Acceptance	

Contract 7860, Work Completed October 2, 1973

Project T.V. Hwy. at S.E. Mintner Br. Rd. (Hillsboro)

Highway Tualatin Valley

County Washington

Acceptance: State Highway Commission December 21, 1973

Federal Highway Administration October 18, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dc
cc: L. W. Rulien

SALEM, OREGON
June 26, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

SUBJECT: TOPICS Projects
Agreement Adjustments

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The Federal funds under project agreement for the projects listed below exceed the funds allocated to the respective cities.

Please adjust the agreements to the amounts as indicated.

CITY & PROJECT	AGREEMENT AMOUNT
ASHLAND T-5002(2) Wightman St.-Walker Ave.	$ 67,542.30
CORVALLIS T-5007(2) Corvallis Central Business District	111,694.61
[redacted] T-5014(2) T.V. Highway @ S.E. Minter Br. Rd.	69,375.86
ONTARIO EHS-T-5023(3) S.W. 3rd Ave.-S.W. 4th Ave.	29,323.30
WOODBURN T-5030(2) Pacific Hwy. East @ Young Street	12,808.42

GEZ:ljt

✓ ✓ ✓ a

7860

January 18, 1974

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

A post-final payment for $3,675.00 will be made to Gary Baker, Contractor, on Contract No. 7860 for work on the Tualatin Valley Highway at S.E. Minter Br. Rd. (Hillsboro) in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $96,583.64 including the post-final payment. Of the total, $198.03 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gary Baker, Contractor
2030 East Main St.
Hillsboro, OR 97123

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
C. O. Fredrickson

7860

January 10, 1974

Mr. Gary Baker, Contractor
2030 E. Main Street
Hillsboro, OR 97123

Dear Mr. Baker:

We have reviewed your request for an 80-day extension of time for work on Contract No. 7860 on the Tualatin Valley Highway-S.E. Minter Br. Rd. (Hillsboro) Section of the Tualatin Valley Highway in Washington County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 49 days is granted. This is for delay in delivery of traffic signal controller and represents all time charged after August 10, 1973, when all other work not dependent on the late controller, could have been accomplished.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher

fr dpy

7860 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 10, 1974

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Time Extension Request
Tualatin Valley Highway
S.E. Minter Br. Rd. (Hillsboro)
Tualatin Valley Highway
Contract No. 7860

Gary Baker, Contractor, has requested an 80-day extension of time to complete this project without assessment of liquidated damages. He cites unavailability of signal controller materials as the basis for the request.

The contract was awarded January 8, 1973 and allotted 190 calendar days to complete the work, which forecast a completion date of July 27, 1973. The work was completed October 2, 1973, with 253 calendar days charged, an overrun of 63 days. The project covered a short section of realignment grading, paving and installation of traffic signals on the new intersection, interconnected with the adjacent railway.

The contractor's signal controller supplier has furnished documentation to show that signal components were delayed due to nationwide shortages. This documentation included letters from various manufacturers stating that either they could not supply the components or that delivery would be delayed due to the shortage. The data furnished is sufficient evidence to establish that the deficiency of controller components was bona fide and beyond the contractor's control.

I have therefore granted a 49-day extension of the contract time. This represents all time charged after August 10, 1973 when all other work not dependent on the late controller, could have been accomplished. Liquidated damages will be assessed for the remaining 14 days at the rate of $75 per day for a total of $1,050.

This is a "Topics" project and we have concurrence of the FHWA.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
Vince Gallagher
L. W. Rulien
Gary Sund
Bob Whipps

WR:JAB:fr dpy

7860

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project T-5014(2)
Tualatin Valley Highway at S. E. Minter Bridge Road
Time Extension Request

DATE: January 2, 1974

In reply refer to: 10-35-A1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Coulter's December 31, 1973 letter, the 49-day extension of contract time on the subject project is approved.

G. L. Green

JAN 3 1974
Office of
State Highway Engineer

1-3-74
cy Const.
Rubin
Gallagher

RECEIVED
STATE HWY ENGR
JAN 3 '74
REFER TO
Coulter -
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy [illegible]/file

NOTED
H.S. COULTER

7860

December 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 7860
Tualatin Valley Highway at S. E. Minter
Bridge Road (Hillsboro)
F. A. Project No. T-5014(2)

Gary Baker, Contractor, has requested an 80-day extension of time to complete the subject project without assessment of liquidated damages. He cites unavailability of a signal controller as the basis for the request.

The contract was awarded January 8, 1973, with 190 calendar days allotted to complete the work, forecasting a completion date of July 27, 1973. The work was completed October 2, 1973, with 253 calendar days charged, an overrun of 63 days.

Work that could be completed without the signal poles and controller was ready by July 13. The poles were delivered to Eugene on August 6, but were not brought to the job site until September 13. The controller was delivered to the job site September 28 and was activated October 2.

The contractor's controller supplier has furnished nineteen items of documentation to show that they were unable to obtain necessary components due to a nationwide shortage. This documentation (attached) includes letters from various manufacturers stating that they either could not supply the components or that delivery would be delayed due to a shortage. The supplier also states that vendors were offered premium rates to expedite deliveries, but to no avail. We believe the data furnished is sufficient evidence to establish that the deficiency of controller components is a bona fide reason beyond the contractor's control.

The minimum installation time required, after pole delivery, is assumed to be four days, which establishes August 10, 1973 as the earliest completion possible had there been no delay in controller delivery. There had been 204 calendar days charged to the contract at that time, an overrun of 14 days. The contractor's request does not relate to any material problem as far as the poles are concerned.

Based on the above, we ask your concurrence in a 49-day extension of time for all days charged after August 10, 1973. This would leave 14 days at the rate of $75 per day, or a total of $1,050.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7860 Contractor Gary Baker, Contractor

Highway Tualatin Valley Highway

Section T. V. Hwy. at S. E. Minter Br. Road (Hillsboro)

Kind of Work Grading, Paving and Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. ~~The reasons for such recommendation are as follows~~ as follows:

The subcontractor experienced a delay in delivery of traffic signal controller equipment. The delay was caused by a well substantiated nationwide shortage of critical electronic parts. Contract was delayed a total of 63 days of which 49 days can be attributed to late delivery of electronic equipment. An extension of contract time of 49 days is recommended.

Contract No.	7860
Project designation	T-5014(2) State-Federal
Date awarded	January 8, 1973
Work started	April 19, 1973
Per cent completed	100% Date
No. of Workdays Allowed	190 Calendar Days
No. of Workdays Used	253 Calendar Days
No. of Added Workdays Requested	80

Recommended for Approval:

Regional Engineer

Adm. Construction Engineer or Bridge Engineer

H S Coulter

State Highway Engineer

SP*67865-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 18, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 190 days to 270 days, within which to complete our Contract No. 7860, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: This request for time extension is based on raw material component delivery problems for the traffic signal equipment (see attached documentation from the equipment manufacturer, Econolite). The shortages exist with not only the primary suppliers, but also with alternative sources.

Respectfully submitted,

GARY BAKER, CONTRACTOR
Contractor

By Gerald A. Baker

CONSENT OF SURETY

Date JULY 20, 1973

We, GREAT AMERICAN INSURANCE COMPANY, 415 MORGAN BLDG., PORTLAND, OREGON 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
Attorney-in-fact
MALCOLM W. [illegible]
COUNTERSIGNED: [illegible] CO
BY:
Resident Agent

(SEAL)

FORM E-30 (REV. 10-69)

RECEIVED
DEC 27 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1973

SUBJECT: Time Extension Request
Tualatin Valley Highway @
S.E. Minter Br. Rd. (Hillsboro)
Tualatin Valley Highway
F.A. Proj. No. T-5014(2)
Contract No. 7860

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

Gary Baker, Contractor, has requested an 80-day extension of time to complete the subject project without assessment of liquidated damages. He cites unavailability of materials as the basis for the request.

The contract was awarded January 8, 1973 and allotted 190 calendar days to complete the work, which forecast a completion date of July 27, 1973. The work was completed October 2, 1973 with 253 calendar days charged, an overrun of 63 days.

Completion of the work was delayed by late delivery of the control cabinet and the signal poles. The Region cites that the poles were delivered to Eugene on August 6 but were not brought to the job site until September 13, 1973. The controller was delivered to the job site September 28 and was activated October 2, 1973.

The contractor's supplier has furnished documentation to show that he was unable to obtain necessary components due to a nationwide shortage. This documentation included letters from various manufacturers stating that either they could not supply the components or that delivery would be delayed due to the shortage. The supplier also states that vendors were offered premium rate to expedite deliveries to no avail. The data furnished is sufficient evidence to establish that the deficiency of controller components was beyond the contractor's control.

The minimum installation time required, after pole delivery, is assumed to be four days which establishes August 10, 1973 as the earliest completion possible had there been no delay in controller delivery. There had been 204 calendar days charged to the contract as of that date, an overrun of 14 days. The contractor's request does not relate to any material problem as far as the poles are concerned.

Based on the above, the contractor should be granted a 49-day extension of time for all days charged after August 10, 1973 and assessed liquidated damages for the remaining 14 days at the rate of $75 per day for a total of $1,050.

This is a "Topics" Project and will require the concurrence of the FHWA. A rough draft letter requesting their approval is attached.

WR:JAB:fr

Attach.

cc: V. L Gallagher

7860

5

January 9, 1974

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

On December 27, 1973, we wrote to you concerning release of final payment on Contract No. 7860 awarded to Gary Baker for work on the Tualatin Valley Highway at S.E. Minter Br. Rd. (Hillsboro) in Washington County.

Final payment on this contract is $500 and the total contract amount is $92,908.64, including $198.03 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: Gary Baker, Contractor
2030 East Main St.
Hillsboro, OR 97123

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
C. O. Fredrickson

12-73

City of Hillsboro

T-5014(2)

Check with Gary Zehner in Co-City before finaling this project.

City has only $69,375.86 in federal funds without exceeding the amount available to them so check with Gary to see if city wants it finaled or would rather wait in hopes of getting additional funds from some other city not able to utilize theirs.

Cliff. Lauf

7860

5

December 26, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7860, Work Completed October 2, 1973

Project T. V. Hwy. at S.E. Minter Br. Rd. (Hillsboro)

Highway Tualatin Valley, County Washington

Type of Work Grading, Paving and Traffic Signals

Contractor Gary Baker, Contractor

Recommended Acceptance Date December 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7860

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: T. V. Highway at Minter Bridge Road	WEEK ENDING: November 10,1973
		SECTION PREFIX: 34-0611
	HIGHWAY: Tualatin Valley	COUNTY: Washington
NAME OF JOB: TV Highway at Minter Bridge Road	KIND OF WORK: Grading, Paving, & Traffic Signals	
CONTRACTOR: Gary Baker, Contractor	CONTRACT NUMBER: 7860	FEDERAL AID PROJECT NUMBER: T-5014 (2)
DATE OF CONTRACT: January 8, 1973	DATE WORK STARTED: April 19, 1973	ESTIMATED COMPLETION DATE: - - - - - - - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 190 CD	WORK DAYS USED: CALENDAR DAYS USED: 253
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 133%
PROJECT AUTHORIZATION: $ 143,593.96		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 132,207.65	ENGINEERING AUTHORIZATION: $ 11,386.31	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 129,835.74 with $4,725 liq. damages	ENGINEERING COST TO DATE: $ 11,308.82	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Underrun 1.8 %	PERCENT OF AUTHORIZATION: 99.3 %	October 2, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.22	0.22			0.22
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.22	0.22			0.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,150 cy	3,040 ton			830 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,516	3,912			1,073
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,516	3,912			1,073
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Showers			
MONDAY 5	Snow Showers			
TUESDAY 6	Showers			
WEDNESDAY 7	Overcast, Shwrs			
THURSDAY 8	Rain			
FRIDAY 9	Rain			
SATURDAY 10				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity.
MONDAY 5	No activity.
6 TUESDAY	No activity.
7 WEDNESDAY	No activity.
8 THURSDAY	No activity.
FRIDAY 9	No activity.
10 SATURDAY	No activity.

REMARKS

STATUS: Project complete. This will be the last weekly report. The semi-final was sent to Region 1 office on November 9, 1973.

cc: 3 Construction ✓
1 Traffic
1 Region 1
1 J. Cochell
1 File

SIGNED LOCATION Tigard
Howard R. Harris, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7860

10-18-73

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

est

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF INSPECTION 10-18-73	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. T-5014(2)
IN COMPANY WITH Howard Harris, Resident Engineer, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 133%	WORK COMPLETED 100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

26 1973
REGIONAL OFFICE

TUALATIN VALLEY HIGHWAY AT S. E. MINTER BRIDGE ROAD
TUALATIN VALLEY HIGHWAY
Grading, Paving, and Signals

All contract work was completed on October 2, 1973 in reasonably close conformance with contract plans and specifications at a final estimated cost of $132,725 as compared to the authorized amount of $132,207.65. A total of 253 calendar days were used in completing the work as compared to the 190 calendar days specified. The contractor has requested an extension of contract time covering the 63 days overrun. This request, which is based on equipment delivery problems, is being considered by the State at the present time.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements or were accepted at a reduced price in accordance with approved procedures.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in an acceptable manner.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
OCT 29 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10-29-73
cy Coult.
Young

NOTED
H.S. COULTER

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7860

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 10, 1973

NOTED
A. E. [illegible]

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project No. T-5014(2)

ORIGINAL SIGNED BY

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7860, **Work Completed** October 2, 1973

Project T.V. Hwy. at S.E. Minter Bridge Rd. (Hillsboro)

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

NOTED
E. S. HUNTER

Acceptance Date October 18, 1973

Conditions not acceptable: None

for Walach
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
OCT 23 '73
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						✓

cc: F. B. Klaboe
L. H. Young

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF HILLSBORO
CITY HALL
HILLSBORO, OREGON 97123

Attention of Mr. Eldon S. Mills
Manager

Request No. (assigned by staff engineer or head of division) cc 1372

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $41,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS project T-5014(2), Tualatin Valley Highway @ Minter Bridge Road.		
		CLR-DT File #501402		
		Covered by agreement dated 10/5/71		25,800
		TO BE RETAINED		$16,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 41,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
34-0611-299

Submitted by:
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7860

Form FHWA 121 (Rev. 7-72)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: June 26, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project T-5014(2)
T.V. Hwy. at S.E. Minter Bridge Rd. (Hillsboro)

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Reference is made to Mr. Young's letter of June 21, concerning State Force Order No. 5.

The use of State Forces to furnish and install three Signal Ahead signs is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $319.50 with Federal participation of $191.70.

for G. L. Green

Enclosure
State Force Order No. 5

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR

Orig -
6-28-73

.05-2M

6-18-73

G-1P

EGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

6-27-73

roject Name T.V. Hwy at SE Minter Bridge Rd. (Hillsboro) Date June 6, 1973 19

Highway Tualatin Valley Contract No. 7860 F. A. Project No. ~~T-5015 (2)~~ T-5014(2)

County Washington Prefix 34-0611 Account No. 276-05

Description of Work To Be Done: Furnish and install three "Signal Ahead" signs. (2) 30-inch & (1) (48-inch).

This is a permanent installation.

Location by Station Numbers:
48-inch at sta. 370+50 on Rt. side T.V. Hwy.
30-inch at sta. 3+50 Lt. side SE Minter Br. Rd.
30-inch at sta. 5+00 Lt. side SE 21st Ave.

Estimate of Quantities and Costs:

Materials:	(2) 30-inch "Signal Ahead" signs at $35.00 each	$ 70.00
	(1) 48-inch "Signal Ahead" sign at $50.00 each	50.00
	(1) 4"x6" wood post, 16 feet at $1.50/ft	24.00
	(2) 4"x4" wood posts, 14 feet each at $1.00/ft	28.00
Labor and Equipment:	(2) men 1 shift at $60.00 each per shift	120.00
	(1) Sign truck at $27.50/shift, 1 shift	27.50
	Total	$ 319.50

Explanation: The above as per construction plan received from Regional Traffic Engineer. Needed to warn approaching motorists of the signal installation.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $143,593.96
Present estimate of project cost, including $ 319.50 for work under this order $143,593.96
Expected under-run over-run (amount) . . . . . $ -0-
Expected under-run over-run (per cent) . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: Howard R. Harris Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: John A. Bord
Deputy State Highway Engineer
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

7860

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 21, 1973**

TO **G. L. Green, Division Engineer**
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

FROM

L. M. Young
Office Engineer

Federal-aid Project
No. T-5014(2)

SUBJECT **Request Change Order Approval**

Contract 7860, State Force Order No. 5

Project T.V. Hwy. at S.E. Minter Bridge Rd. (Hillsboro)

Highway Tualatin Valley

County Washington

This Order covers the cost to furnish and install three Signal Ahead signs on this project to warn the public of the new signal installation.

The State has the necessary special equipment and trained crews to perform this work most economically.

The estimated cost of this work is $319.50 with Federal Highway participation in the amount of $191.70.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 18, 1973.

Your approval as of June 18, 1973 is requested.

Attach.

BMW:pr

7860

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1973

Gary Baker Contractor
2030 E. Main Street
Hillsboro, OR 97123

Attention: Eric Jochim
EEO Officer

Re: Tualatin Valley Hwy. at S.E. Minter
Bridge Road (Hillsboro)
F.A. Project No. T-5014(2)
Contract No. 7860
Show Cause Notice - Non-Compliance
With EEO Obligations

Gentlemen:

This is to inform you that you are in non-compliance with your equal employment opportunity contract requirements of the Portland Area Affirmative Action Plan. You must take either of the following actions:

1. Agree in writing to take prompt action to corrective action, or

2. Show cause why formal proceedings should not be instituted.

The Minority Manpower Requirements contained in the Portland Area Affirmative Action Plan Special Provisions require that 2.5% to 3.5% of manhours worked in each craft be worked by minorities. Our findings indicate that good faith efforts have not been made to meet these equal employment contract obligations in the following area:

1. The percent of minority manhours worked in the Operating Engineer and Electrician crafts by you and your subcontractor Hamilton Electric do not meet the required percentages of the Portland Area Affirmative Action Plan. As prime contractor, it is your responsibility to see that your subcontractors meet the required percentages of minority manpower in each craft they employ.

The Department of Labor regulations (Title 41, Code of Federal Regulations, Chapter 60) implementing Executive Order 11246 are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause 112d). Section 60-1.20(b) of these regulations provides that when equal employment deficiencies exist it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance.

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

The commitment must include:

1. The specific action which you propose to take to correct each deficiency and
2. The date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction.

This commitment must be submitted to this office no later than 15 days from the date of receipt of this letter.

In accordance with instructions issued by the Office of Federal Contract Compliance (OFCC), U.S. Department of Labor, your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority representation at each level of each trade and a list of minority employees. Your monthly submission of Optional Form 66, Monthly Manpower Utilization Report and Form PR-1391, Federal-Aid Highway Construction Contractors Monthly EEO Report, will suffice in meeting this requirement.

You are specifically advised that making the commitment discussed above will not preclude a further determination of non-compliance upon a finding that the commitment is not sufficient to achieve compliance. If your written commitment is acceptable, you will be found in compliance contingent upon your effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Office of Federal Contract Compliance and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If (1) you do not submit the written commitment discussed above within the 15 days allowed; or (2) your written commitment is not acceptable and the matter cannot be immediately resolved, you must show cause within 30 days from your receipt of this letter why formal sanction proceedings in accordance with 41 CFR, Part 60-1, should not be instituted.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal employment opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be cancelled, terminated, or suspended; and you may be debarred from further such contracts and subcontracts. Such other sanctions, as are authorized by Executive Order 11246, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to M. D. Glenn, Construction EEO Engineer, Oregon State Highway Division, State Highway Building, Salem, Oregon 97310, Phone: 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green
H. S. Coulter
Gene Huntley
R. N. Bothman
Howard Harris

U. S. DEPARTMENT OF TRANSPORTATI[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]-5014(2)

STATE PROJECT NO.: TUALATIN VALLEY HWY @ S.E. MINTER BR. ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-50

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 25, 1973	PRIMARY ROUTE #32 TUALATIN VALLEY HIGHWAY #29

GENERAL LOCATION:

CITY OF HILLSBORO

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR THE PORTLAND GENERAL ELECTRIC COMPANY'S POWER LINE ADJUSTMENT EFFECTIVE APRIL 25, 1973. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS ESTIMATED TO BE $2,999.95 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

OUR LETTER OF AUTHORIZATION DATED 8-7-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR REGIONAL UTILITIES ENGINEER'S LETTER OF 4-27-73 AND PORTLAND GENERAL ELECTRIC COMPANY'S LETTER OF 4-12-73 AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S MAY 1, 1973 LETTER.

RECEIPT OF MR. RUMBOLZ'S OCTOBER 30, 1972 AFFIDAVIT OF THE PORTLAND GENERAL ELECTRIC COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-73		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTED
R. N. CHASE

7860

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

5-7-7

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Washington	Division Oregon
Date of Inspection 5-7-72 5	Inspection Made By W. N. Bryant, Area Engineer		Project No. T-5014(2)

In Company With
Howard Harris, Resident Engineer, OSHD.

Location
Intersection of the Tualatin Valley Highway and Minter Bridge Road in the City of Hillsboro.

Contractor Name and Address
Gary Baker Construction Co., Hillsboro, Oregon

Award Date 12-29-72	Contract Amount $90,544.50	Time Allowed 190 cal. days	Time Started 1-12-73	Work Started 4-18-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 56 %	Work Completed 20%	

Roadbed (Width) 60 to 68 (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading-Paving	6201	0.218	16½	16½	60-68

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

MAY 10 1973
REGIONAL OFFICE

TUALATIN VALLEY HIGHWAY AT S. E. MINTER BRIDGE ROAD
TUALATIN VALLEY HIGHWAY
Grading, Paving, and Signals

Work to be completed under this project consists of grading, paving, and drainage necessary to provide channelization and realignment of S. E. 21st Avenue, and the installation of traffic control signals at the intersection of the Tualatin Valley Highway and Minter Road in the southeast section of Hillsboro.

To date the widening of the Tualatin Valley Highway has been completed and backfilled with base rock. The grading work on S. E. Minter Bridge Road and S. E. 21st Avenue has been completed and work begun on placing base rock. The drainage work is approximately 15 percent complete. Southern Pacific Railroad has completed track crossing work on S. E. Minter Bridge Road. Portland General Electric is in the process of relocating their lines as is General Telephone.

5-11-73 Constr. cy Young

(more)

NOTED
H.S. COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

The progress of the work is considered satisfactory since ample contract time remains to complete the work provided the signal equipment is delivered on schedule.

All required posters (EEO, wage rate, etc.) are being displayed in a satisfactory manner on the project. All required project signs were observed in place as specified.

Project records indicate that the contractor is meeting the EEO requirements of the contract in a satisfactory manner. Mr. Eric Yockum has been designated as the company EEO officer.

5

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7260

May 1, 1973
Salem, OR 97310

SUBJECT: Power Line Adjustment
Portland General Electric Co.
T.V. Hwy. @ SE Minter Br. Rd. Sec.
Tualatin Valley Highway
Washington County
Project No. T-5014(2)

To: V. V. Cusack
Acting Division Engineer

Federal Highway Administration

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust PGE's facilities dated April 12, 1973.
2. A sketch showing their proposed relocation.
3. A certification prepared by R. H. Rumbolz as to PGE's rights in the land occupied by their facilities.
4. A relocation letter to the utility dated September 14, 1972.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 25, 1973 under the provisions of PPM 30-4 and 30-4.1 is requested.

Jack M Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

NOTED
H.S.COULTER

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

Box 300
Salem OR 97308

FILES

April 27, 1973

C. R. Burghardt, Asst Engr Coord
Original Signed by
C. R. Burghardt
Asst. Engr. Coord. - FA

Oregon Project T-5014(2)
T.V. Highway at SE. Minter Bridge Road (Hillsboro)
Utility Adjustments in PGE facilities

Mr. Jack Cartwright, OSHD, phoned on April 25 to advise that in the actual adjustment of the Portland General Electric facilities for the subject project it was found that some additional length of power line would have to be moved over that initially estimated. In that work was starting on this project and the utility company was presently involved in this adjustment Mr. Cartwright requested that this date be set as an eligibility date for Federal participation in this extra work subject to later justification. This was granted.

cc:
OSHD (Chidsey)

bk

RECEIVED
APR 30 1973
UTILITY UNIT

cc: Dick Rumbolz
4-30-73

NOTED
J. M. CARTWRIGHT

NOTED
J. E. CHIDSEY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE April 27, 1973

TO J. E. CHIDSEY
Railroad & Utilities Engineer

R. H. Rumbolz

FROM R. H. RUMBOLZ
Regional Utilities Engineer

RECEIVED
APR 30 1973
UTILITY UNIT

SUBJECT Portland General Electric Reimbursement
TV Highway at SW Minter Bridge Road
Tualatin Valley Highway
Washington County
Contract No. 7860

Herewith, revised cost estimate and sketch from Portland General Electric Company for their proposed reimbursable relocation work on subject project. You have in your file an estimate dated January 25, 1973 for the same work, however, the estimate is no longer valid. This revised estimate was necessitated by a conflict between the 42 foot gate arm for Southern Pacific's signal and gate protection of the Minter Bridge Road crossing. To eliminate the conflict it was necessary for Portland General Electric to go to taller poles which, in turn, caused other additional work.

Most of the information required by PPM 30-4 is included in the letter of transmittal, but they did not mention betterment. I have talked with them and find that there is no betterment. One other change is this:

> Their estimate showed a credit to State for $1,248.47 for depreciation. I explained to the company that expired service life credit (depreciation) is not necessary in this case as the segment of line involved is less than a mile in length. I have corrected their estimate accordingly.

Scope of the work agrees with our legal letter to the company. Estimate conforms to provisions of PPM 30-4. Your approval is recommended.

As per conversation with Jack Cartwright, the company was given verbal authorization to begin work effective April 25, 1973.

RHR/pw
att
cc Howard Harris

NOTED
J. E. CHIDSEY

PORTLAND GENERAL ELECTRIC COMPANY

TUALATIN VALLEY DIVISION
171 S.E. SECOND AVENUE
HILLSBORO, OREGON 97123
(503) 648-2111

April 12, 1973

Oregon State Highway Department
P.O. Box 02157
Portland, Oregon 97222

Attention: Dick Rumbolz, Regional Utility Engineer

Re: Letter of September 14 and November 30, 1972 on power facility conflict on Tualatin Valley Highway at S.E. Minter Bridge Road Section (Hillsboro) Tualatin Valley Highway, Washington County.

We have prepared a new Job 59816 for the reimbursible portion of relocating our facilities on railroad right-of-way along the Tualatin Valley Road.

The engineering and construction will be done by PGE forces.

This work does not effect a complete and independent unit of our system. The reimbursible section is not a mile in length.

Billing will be based on a lump sum.

The job cost has been estimated as follows:

Job 59816	2,979.55 ~~$1,751.08~~

A copy of the work sheets are enclosed.

If this portion of the relocation meets with your approval, please notify us at your convenience.

Very truly yours,

Roy G. Henderson

Roy G. Henderson
Chief Field Engineer

RGH/jh

PORTLAND GENERAL ELECTRIC COMPANY
621 S.W. ALDER STREET PORTLAND, OREGON 97205
TELEPHONE 228-7181

TO State Hy Division

YOUR ORDER NO.

In Making Settlement Please Refer to This INVOICE NO. TV4-

DATE April

Estimated cost of relocating poles on pvt property TV Hwy and Minter Bridge Rd

Estimated cost of installing and removing poles and hardware:

LABOR	Net	37.7% Loading	20% Supervision	Total	
4 men - 20.5 hrs @ 23.20	475.60	179.30	130.98	785.88	
3 men - 16 hrs @ 17.82	285.12	107.49	78.52	471.13	
					1,257.01

VEHICLE	Net		20%	Total	
20.5 hrs @ 7.85 articulated beam	160.93		32.19	193.12	
16 hrs @ 10.40 hole-digger	166.40		33.28	199.68	
					392.80

MATERIAL	Net	10% Stores	20%		
1 - 50' pole	84.57	8.46	18.61	111.64	
2 - 55' poles	193.96	19.40	42.67	256.03	
1 - 60' pole	123.17	12.32	27.10	162.59	
1 - S & C 600A SW	683.00	68.30	150.26	901.56	
Misc Hardware	368.53	36.85	81.08	486.46	
					1,918.28

	3,568.09
LESS CREDIT FOR DEPRECIATION	~~1,248.47~~
	~~2,319.62~~
	3,568.09
LESS CREDIT FOR RETURNED MATERIAL	-568.54
Total	$ ~~1,751.06~~ 2,999.55

APPROVED Date 30 APR 73
IN CONFORMANCE WITH ACCOUNTING PROCEDURES
Utility Auditor
Asst. Controller

ESTIMATE SHEET
6-4E-202

FUNCTION NO. 3805 JOB NO. 57016 SECTION NO. [illegible]

FUNCTION NO. ______ FOR ______ COPY ______

254

RELOCATE POLES ON PVT PROPERTY
STATE HWY IMPROVEMENT
E TV HWY + MINTER BRIDGE RD
CONNECTION DATE
STOREROOM NO.
REQUESTED BY STATE HWY COMM. DISTRICT HILLS

EST. LABOR (IN MANHOURS)	
INSTALLING	
REMOVAL	
TRANSF.	
TOTAL	130

LOC.	FUNCTION	CL	ACCOUNT	STORES CODE NO.	ACTUAL QUANTITY	MATERIAL TO BE INSTALLED	ESTIMATED QUANTITY	ESTIMATED COST
39		9	364	1-42-350		50' POLE	1	
				1-42-355		55' "	2	
				1-42-360		60' "	1	
				1-91-710		8' ARM UNITS	7	
				1-38-061		981 PINS	12	
				1-38-160		160 P.T. PINS	3	
				1-10-512		5/8 X 12" M.B	5	
				1-91-746		5/16 O.H. GUY UNIT 100'	1	
				1-91-766		3/8" D. " "	2	
				1-04-730		730 ANC	2	
				1-91-778	4	MISC POLE UNIT	4	
39		2	593	1-34-400		400 INSULATORS	12	
				1-34-095		95 "	9	
				1-34-055		55 "	6	
				1-26-355		336 ACSR D.E.	6	
				1-16-055		336-336 3-BOLT CL	6	
				1-92-788	4	MISC COND POLE UNIT	4	
				1-16-225		HOT LINE CL	1	
39		9	365	1-52-095		S+C 600A SW	1	
				1-54-740		336 TER. PADS	6	
				5-16-642		1½ X ½" EVERDUR BOLTS	12	
				5-26-454		½" " NUTS	12	
				5-42-505		½" " LOCK WASH	12	
				1-22-142		142 C/O	1	
				1-30-401		6 T LINK	1	
				1-92-780		75 GND UNIT	1	
39		1	583-01			25KVA 7200V 120/240	1	

NOTES— DO WITH JOB H 57454
GIOO F.G.

JOB COST	
MATERIAL	
STORES EXP.	
LABOR	
TOTAL	
OVERHEAD	
INSURANCE	
TOTAL	
LESS SALVAGE	
JOB COST	

TRACING NO. M-62 CIRCUIT MAIN ST RIVER RD 13KV

CHECK ITEMS REQUIRED		PERMIT APPLIED FOR Y-OSHD	O.K. FOR RECORDS	INITIAL	DATE
CUSTOMER SHUT DOWN	Y-F	NOTIFIED PPL TO TRANS.	LINE DEPT.		
PORTABLE SUB.	N	NOTIFIED TELCO TO TRANS.	OFFICE		
EASEMENT REQUIRED	N	PPL TO TRANS. & REMOVE	POLES		
STAKE HOLES	Y	TELCO TO TRANS. & REMOVE	DIST. ENGR.		
TRIM TREES ON THIS JOB	N	POLES TOPPED			
		POLES REMOVED	BILLING JOB ☐		

ESTIMATED BY H.L. AUDA DATE
WORK STARTED BY DATE
APPROVED BY
WORK COMPLETED BY DATE

JOB NO. ESTIMATED BY H. L. A[illegible]A DATE 4-4-7

ESTIMATE OF MATERIAL TO BE REMOVED AND/OR TRANSFERRED

ACTUAL QUANTITY	ESTIMATED QUANTITY	DESCRIPTION	SALVAGE VALUE	ORIGINAL COST
	1	40' POLE 1941 62.33% 39-8-364	34.99% Average	
	1	45" " 1959 29.70%		
	2	50' " 1961 23.96%		
	7	8' ARM UNITS		
	12	981 PINS		
	12	95 INS 39-2-593		
	6	55 "		
	1	P.E SWITCH 152100 39-8-365		862.
	1	15 KVA # 19403 39-1-583-01		

CIRCUIT NO. OR NAME

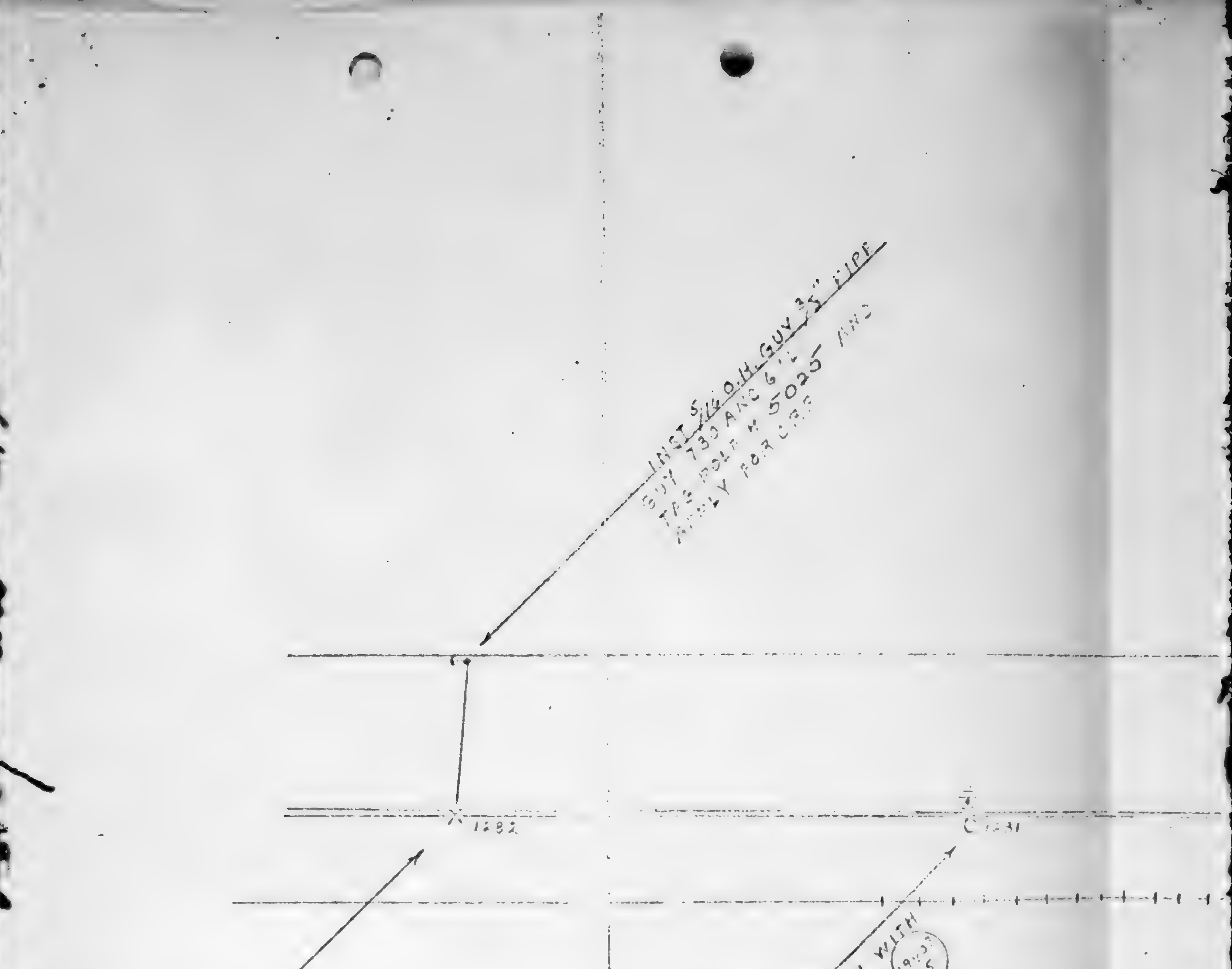
LESS CREDIT FOR DEPRECIATION 1,248.47

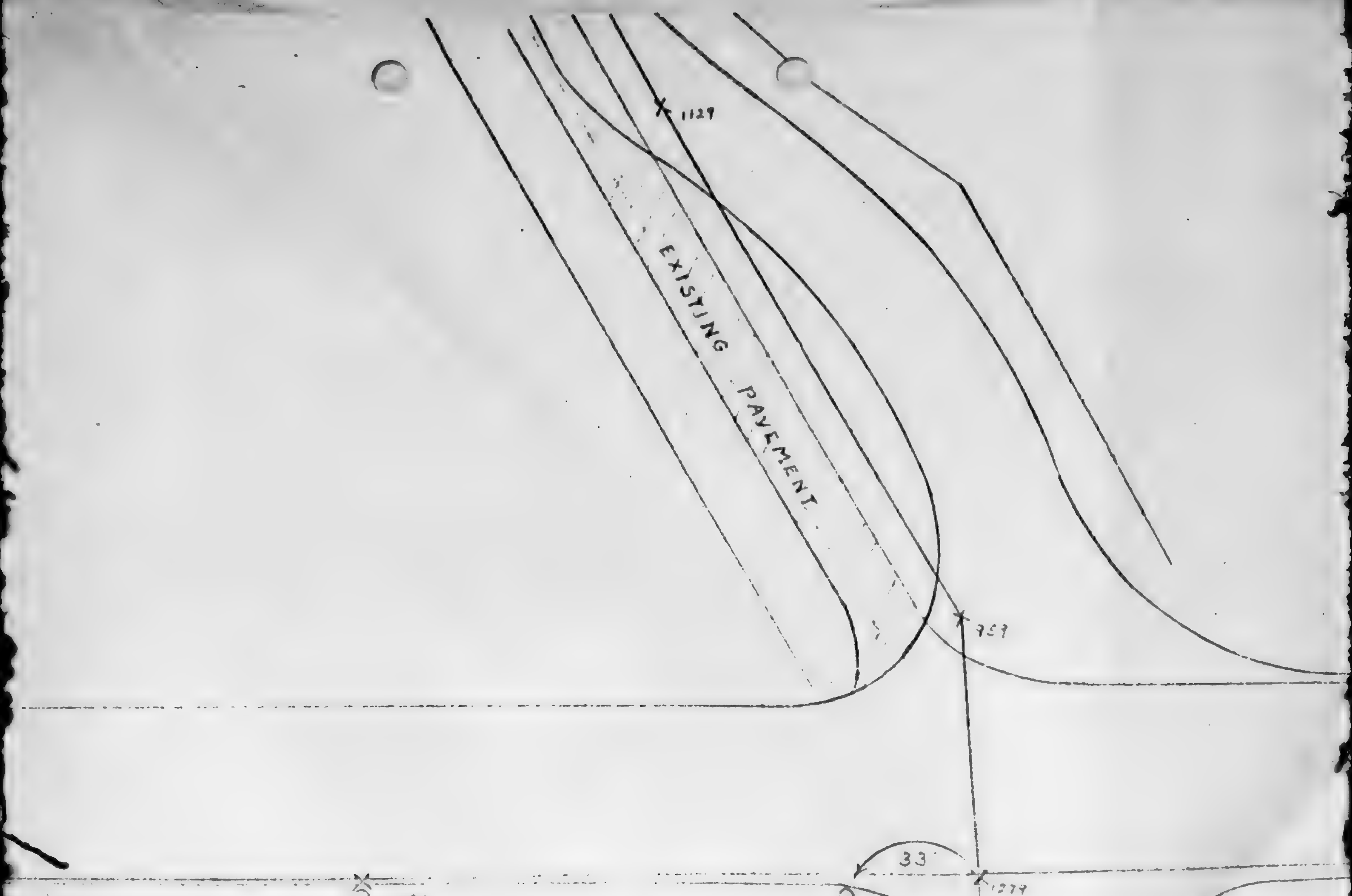
34.99% Average		
	Labor	1256.97
	Trans	392.80
	Material	1918.25
		3568.02
		x34.99
		1248.45

LESS CREDIT FOR RETURNED MATERIAL 568.54

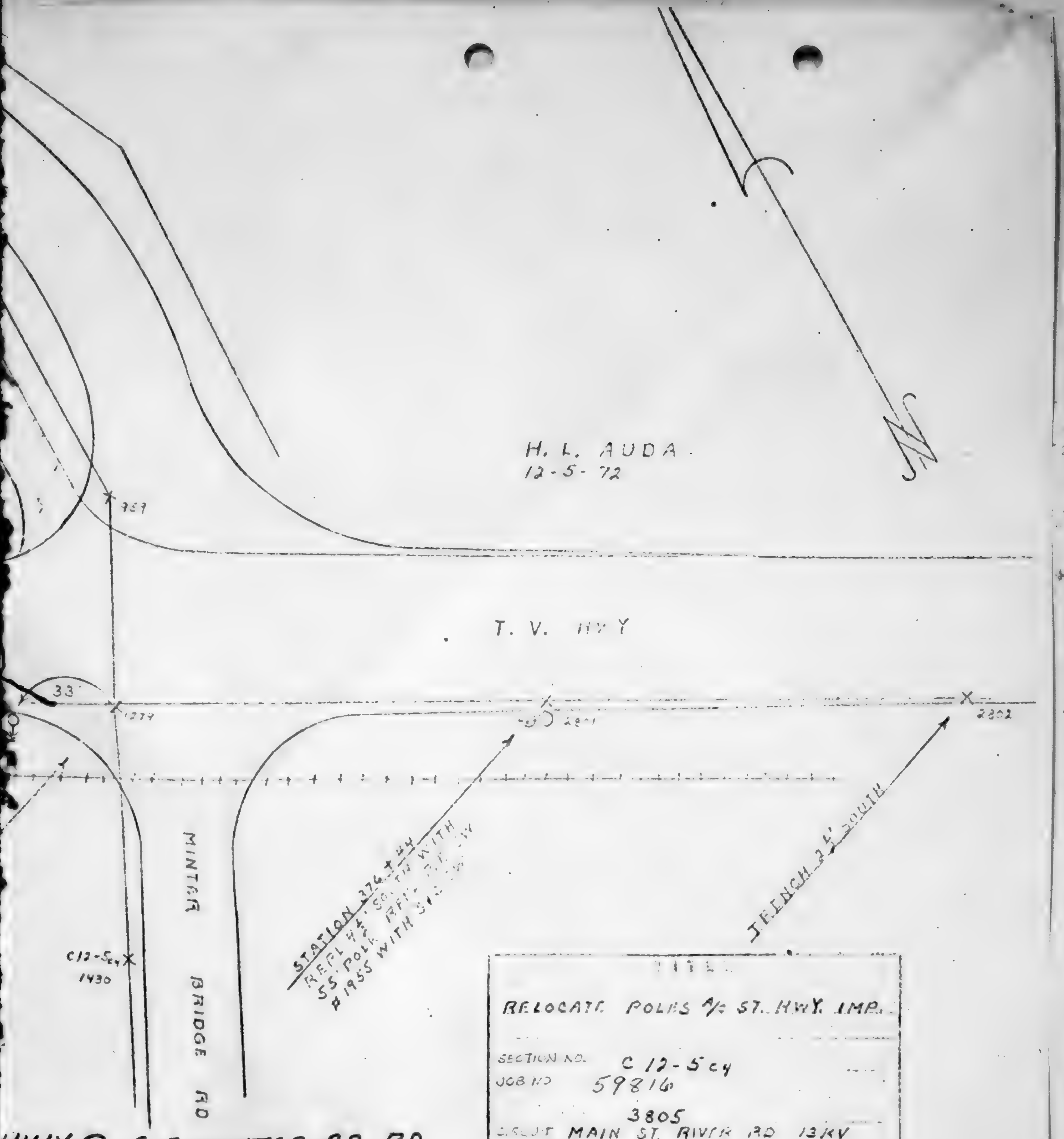
N

34.99% Average	Net Cost	
12-95 Ins	10.44	
6-55 Ins	1.44	
1-P.E. Switch	862.66	
	874.54	874.54
	x34.99%	-306.00
	306.00	568.54


INST 5/16 O.H. GUY 3½" PIPE
GUY 730 ANC 6'L
TAG POLE # 5025 AND
APPLY FOR CRE
1382
1381
TRENCH 1½' SOUTH
STATION 382 + 14
REPLACE 3' SOUTH WITH
50' POLE
REPL.
WITH
25 B4
TRANSFER ST. LT
19-37
15
STATION 380 +
REPL 6' SOUTH WIT
TRANSFER CAP.



T.V. HWY @ S.E. MINTER BR. RD
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY



TITLE

RELOCATE POLES A/C ST. HWY. IMP.

SECTION NO. C 12-5c4
JOB NO 59816
CIRCUIT 3805 MAIN ST. RIVER RD 13KV
SCALE 1" = 50'
H. L. AUDA 12-5-72
M-62

HWY @ S.E. MINTER BR. RD.
LATIN VALLEY HIGHWAY
WASHINGTON COUNTY

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. T-5014(2)

FROM

L. H. Young
Office Engineer

SUBJECT Notification Contract Work Started

Contract 7860, Work Started April 18, 1973

Project T.V. Hwy. at S.E. Minter Bridge Rd. (Hillsboro)

Highway Tualatin Valley

County Washington

VG:dgk

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 7, 1973

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. T-5014(2)

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7860 Extra Work Order No. 3

Project T.V. Hwy. at S.E. Minter Br. Rd. (Hillsboro)

Highway Tualatin Valley

County Washington

The order covers roadside seeding and mulching throughout the project as directed by the Engineer. This work was anticipated.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 2, 1973.

Your approval as of March 2, 1973 is requested.

Attach.

BMW:dgk

7860

S

7860

February 28, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT T. V. Hwy. at S.E. Minter Br. Rd. Section
Oregon Project No. T-5014(2)

We are forwarding four copies of a signalization agreement for the subject project between the Southern Pacific Transportation Company and the State of Oregon.

Please approve and return one copy of this agreement if it is found to be satisfactory.

Enc.

DAR:dg

7860

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

7860

February 2, 1973

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon by and through its State Highway Commission for authority to alter the crossing at grade known as Minter Bridge Road over the tracks and right-of-way of the Southern Pacific Transportation Company in the City of Hillsboro in the SE 1/4 of the SW 1/4 of Section 5, Township 1 South, Washington County, Oregon
PUX 845 SXF 608

Dear Fred:

I hand you a copy of Order No. 73-48 issued by the Public Utility Commission under date of January 24, 1973, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ljh
Enc.
cc: C. R. Burghardt
C. T. Keasey
R. N. Bothman
L. W. Rulien
L. E. George
T. W. Litchfield
Harry Woodward
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

RECEIVED
FEB 7 1973
Office of
Assistant State Highway Engineer

Order # 73-4

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 608

In the matter of the application of)
the STATE OF OREGON by and through its)
STATE HIGHWAY COMMISSION for authority)
to alter the crossing at grade known)
as Minter Bridge Road over the tracks)
and right-of-way of the SOUTHERN)
PACIFIC TRANSPORTATION COMPANY in the)
City of Hillsboro in the SE ¼ of the)
SW ¼ of Section 5, Township 1 South,)
Range 2 West, Willamette Meridian,)
Washington County, Oregon.)

AMENDING
ORDER

On December 15, 1972, Commissioner issued Order No. 72-856 ordering, among other things, certain signalization and apportioning the cost thereof.

On January 11, 1973, the Oregon State Highway Division requested that the order be amended to provide that the highway division would pay 100 percent of the cost of furnishing and installing flashing light signals and gates. It is therefore

ORDERED that Public Utility Commissioner's Order No. 72-856, made, entered and effective December 15, 1972, be and the same hereby is amended in the following respects only:

1. ORDERED paragraph (2)(a), page 2, of Order 72-856 is amended to read:

> Furnish and install two or more Commissioner's standard No. 2 flashing light signals and two Commissioner's standard No. 4 automatic gate signals at the crossing.

2. ORDERED paragraph (3)(b), page 2, of Order No. 72-856 is amended to read:

> Bear 100 percent of the cost of furnishing and installing the automatic signalization ordered in paragraph (2)(a) above.

Made, entered and effective JANUARY 31 1973.

Diarmuid F. O'Scannlain
Public Utility Commissioner

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
[illegible] 1972
FOR FILING

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

December 28, 1972

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon by and through its State Highway Commission for authority to alter the crossing at grade known as Minter Bridge Road over the tracks and right of way of the Southern Pacific Transportation Company in the City of Hillsboro in the SE 1/4 of the SW 1/4 of Section 5, Township 1 South, Range 2 West, Willamette Meridian, Washington County, Oregon.
PUX 845 SXF 608

Dear Tom:

I hand you a copy of Order No. 72-856 issued by the Public Utility Commission under date of December 20, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:am
Encs.
cc: C. R. Burghardt - FHWA
F. B. Klaboe
Walter J. Hart
C. T. Keasey
R. N. Bothman
L. W. Rulien
L. E. George
T. W. Litchfield
H. E. Woodward
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
DEC 29 '72
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

Order No. 72-858

Crossing No. FD-763.3

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 608

In the matter of the application of the State)
of Oregon by and through its State Highway)
Commission for authority to alter the crossing)
at grade known as Minter Bridge Road over the)
tracks and right of way of the Southern Pacific) ORDER
Transportation Company in the City of Hillsboro)
in the SE 1/4 of the SW 1/4 of Section 5,)
Township 1 South, Range 2 West, Willamette)
Meridian, Washington County, Oregon.)

On September 19, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner to alter an existing crossing at grade (known as the Minter Bridge Road crossing) with the tracks and right of way of Southern Pacific Transportation Company in the City of Hillsboro, Washington County, Oregon.

Copies of the application were served upon Southern Pacific Transportation Company, the City of Hillsboro, the Board of County Commissioners of Washington County, Portland General Electric Company, General Telephone Company of the Northwest, and Northwest Natural Gas Company.

By letter dated October 10, 1972, Southern Pacific Transportation Company notified the Commissioner it had no objection to the application, provided that applicant assumed 100 percent of the construction costs under Paragraph 15 of the application. No other party has made any objection to the granting of the application.

By letter dated October 25, 1972, applicant requested that Paragraph 15 of the application be amended to show that applicant will bear 100 percent of the construction costs under said paragraph.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Southern Pacific Transportation Company shall:

(a) Furnish and install two or more Commissioner's Standard No. 2 flashing light signals and two Commissioner's Standard No. 4 automatic gate signals at the crossing, and bear 10 percent of the cost thereof.

(b) Subject to reimbursement, construct the altered crossing.

(c) Maintain the automatic signalization ordered above and bear all the cost thereof.

(d) Maintain that portion of the crossing lying between the rails and for a distance of two feet outside each rail, and bear all the cost thereof.

(3) Applicant shall:

(a) Furnish and install standard traffic signals at the intersection of Minter Bridge Road and the Tualatin Valley Highway, said signals to be interconnected with the automatic signalization ordered in Paragraph (2)(a) above in such a way as to pre-empt the operation of said standard traffic signals when a train approaches the crossing, and bear 80 percent of the cost thereof. Said pre-emption shall operate in the manner described in the sheet entitled, "Railroad Pre-emption Operation" attached to the application.

(b) Bear 90 percent of the cost of furnishing and installing the automatic signalization ordered in Paragraph (2)(a) above.

(c) Maintain the standard traffic signals ordered herein and bear 100 percent of the cost thereof.

(d) Bear 100 percent of the cost of constructing the altered crossing.

(e) Maintain that portion of the crossing area lying north of a line drawn two feet northerly of, and parallel to, the north rail at the crossing, and bear all the cost thereof.

(4) The City of Hillsboro shall:

  (a) Bear 20 percent of the cost of furnishing and installing the standard traffic signals ordered herein.

  (b) Bear 100 percent of the cost of maintaining that portion of the crossing area lying south of a line drawn two feet southerly of, and parallel to, the south rail of the crossing.

  (c) Furnish, install, and maintain one standard advance warning sign at an appropriate location southerly of the crossing on Minter Bridge Road, and bear 100 percent of the cost thereof.

(5) Southern Pacific Transportation Company shall notify the Commissioner at the time the signalization ordered herein becomes operational.

Made, entered, and effective DECEMBER 15 1972.

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM C. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEI[illegible]D
[illegible] 1972

RECEIVED
STATE HWY ENGR
SEP 15'72
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

September 15, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz
Assistant Public Utility Commissioner

Re: PUX 845
In the matter of the application of the State of Oregon, by and through its State Highway Commission for authority to alter the crossing at grade known as Minter Bridge Road over the tracks and right of way of the Southern Pacific Transportation Company in the City of Hillsboro in Washington County, Oregon.

Dear Mr. O'Scannlain:

Enclosed please find an original and eight copies of the application for the alteration of a crossing described above. Would you please file the same and make service upon the necessary interested parties.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
TOM EDWARDS

Jack L. Sollis
Assistant Attorney General
Trial Division

F. B. KLABOE

JLS:jm
encs.
cc: Tom Edwards
L. W. Rulien
C. T. Keasey
T. W. Litchfield

Docket No. ____________

Crossing No. FD-763.3

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to alter the crossing at grade known as Minter Bridge Road over the tracks and right of way of the Southern Pacific Transportation Company in the City of Hillsboro in the SE 1/4 of the SW 1/4 of Section 5, Township 1 South, Range 2 West, Willamette Meridian, Washington County, Oregon.

[illegible]ORE THE PUBLIC UTILITY COMMISS[illegible]ER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

1. Name of Applicant: State of Oregon by and through its State Highway Commission

Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project: City Hillsboro, County Washington

4. This project will affect a public highway known as Tualatin Valley Highway at Minter Bridge Road

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company

6. Is it possible or practical to construct the proposed street or highway above or below grade? No

7. If No in 6 above, why not? Excessively costly in view of the volume of traffic affected

8. List the proper parties of interest.

A. Southern Pacific Transportation Company

B. City of Hillsboro

C. Washington County

D. Portland General Electric Company

E. General Telephone Company of the Northwest

F. Northwest Natural Gas Company

9. What is the average annual daily traffic (vehicular) count? 1250

10. What is the average volume of train movements per day?

Passenger 0 Switch 0 Freight 7 @ 30 MPH

11. The proposed street or highway will approach the crossing on the descending grade of 1.50 % from the North, and on ascending grade of 2.00 % from the South.

12. The location of the proposed construction is in the SE 1/4 of the SW 1/4 of Section 5, in Township 1 South, Range 2 West, Willamette Meridian.

13. List type(s) of protection to be installed:

A. Protection type Flashing light signals with automatic gates

1. Who will perform the installation? Southern Pacific Transportation Company

2. Who will pay for said installation?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	10%
Oregon State Highway Division	90%

3. Who will perform the maintenance? Southern Pacific Transportation Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100%

B. Protection type Standard traffic signals

1. Who will perform the installation? Oregon State Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	80%
City of Hillsboro	20%

3. Who will perform the maintenance? Oregon State Highway Division

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

14. Who will construct the crossing?

A. Southern Pacific Transportation Company

15. Who will pay for such construction?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100%

16. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division north of the tracks City of Hillsboro south of the tracks.

17. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division north of the tracks City of Hillsboro south of the tracks

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes If yes, why? To improve the crossing of the railroad and the connection of Minter Bridge Road to the Tualatin Valley Highway which is being signalized.

19. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? Yes

20. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)

21. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

S.E. River Road	0.4 mile westerly	flashing lights, crossing gates and traffic signals

22. Other items of construction and cost distribution:

State will install traffic signals which will be interconnected with the Railroad crossing signals. See attached explanation of railroad pre-emption operation. The present signing will remain in effect until the crossing gates are installed and in operation.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 13th day of September, 1972.

JO Klaboe
(Applicant)

Jack L. Sollis
(Attorney)

STATE OF OREGON)
) ss.
County of Marion)

I, JO Klaboe being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

Jack L. Sollis
(Notary Public for Oregon)

My Commission Expires 12-18-72

I hereby certify that this is a true copy of the original.

Jack L. Sollis

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
September, 1972

TRAFFIC SIGNAL INSTALLATION

Tualatin Valley Hwy. @ Minter Bridge Road (Hillsboro) Section
Tualatin Valley Highway
Washington County

RAILROAD PRE-EMPTION OPERATION

A. Signal Operation Upon Pre-emption by Train

1. Any vehicle signal displaying a green indication shall immediately receive a yellow vehicle clearance.

2. All pedestrian signals shall immediately receive a "DONT WALK" indication.

3. Red indication in advance of tracks and "PTR" signs shall be turned on.

4. After yellow vehicle clearance (A-1) a flashing yellow clearance shall be provided to the approach that crosses the tracks. This flashing yellow shall be followed by a solid yellow vehicle clearance.

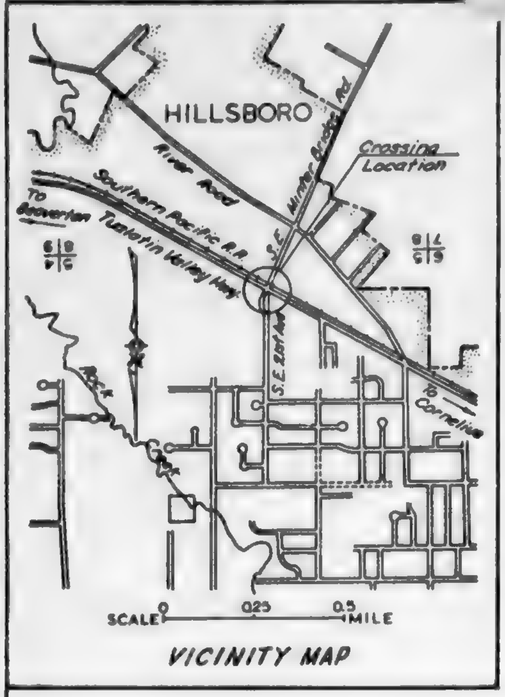
B. Signal Operation During Train Passage

1. The signal shall respond to through traffic on the highway and the left turn from the highway, which does not cross the tracks.

C. Signal Operation After Train Passage

1. Vehicle and/or pedestrian calls shall be placed on all phases.

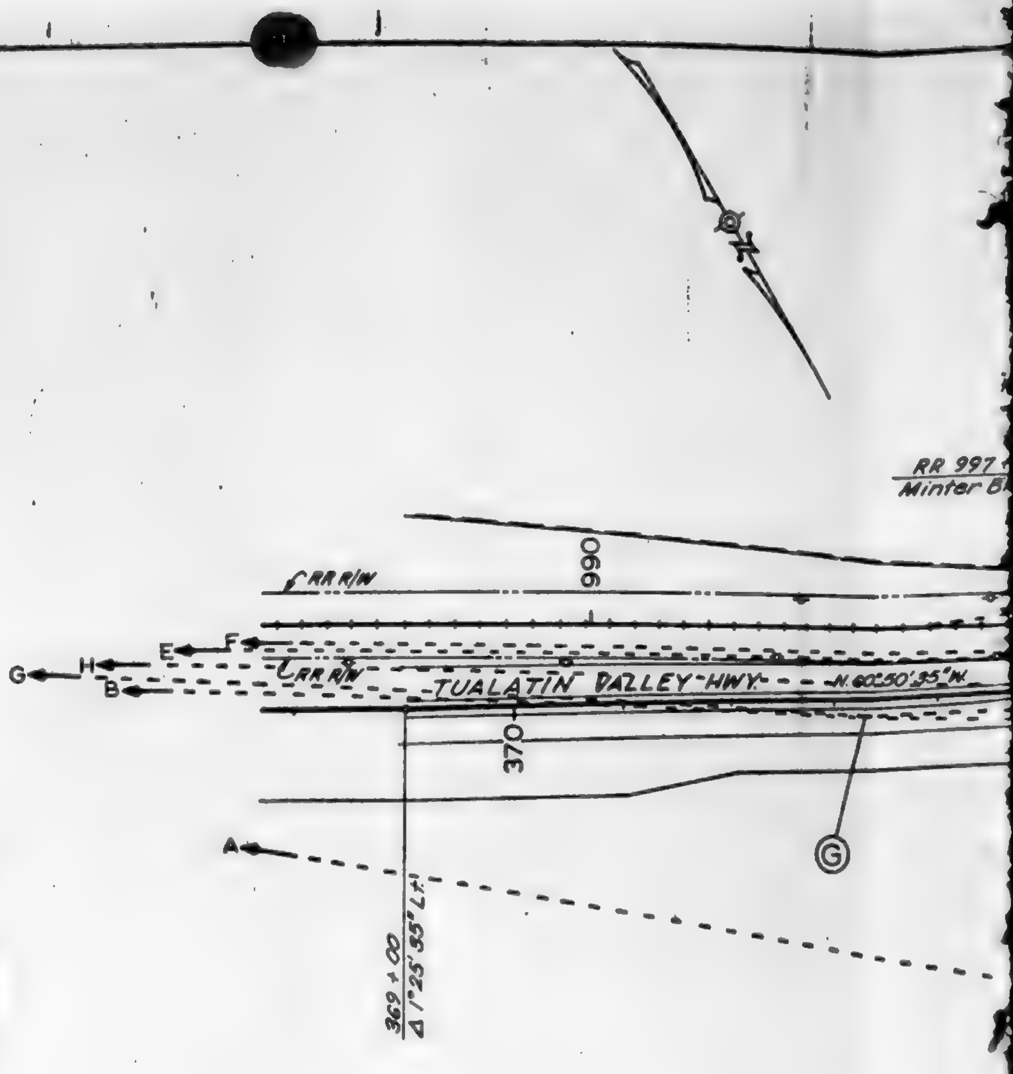
2. Resume normal signal operation.

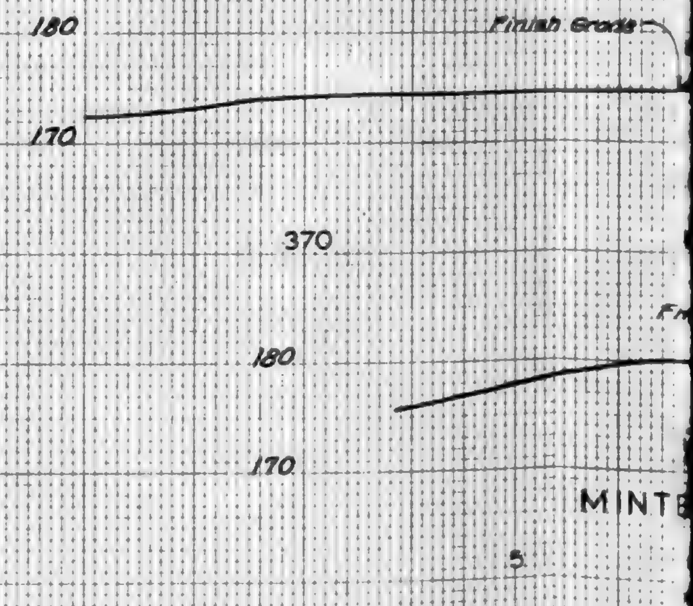


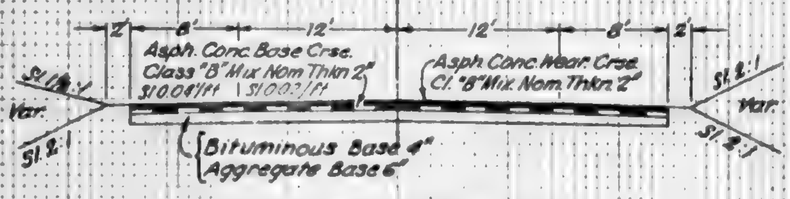
VICINITY MAP

POINT	Distance Along Roadway From Crossing To Point				Greatest Distance From Crossing R.R. Engine Can Be At Sighting	
	Northerly	Southerly	Westerly	Easterly	Westerly	Easterly
A	500				75'	2225'
B	100				2600'	2600'
C		500			20'	20'
D		50			1300'	400'
E			500		2100'	3100'
F	50				2550'	2650'
G				500	3100'	2100'
H				90	2650'	2550'

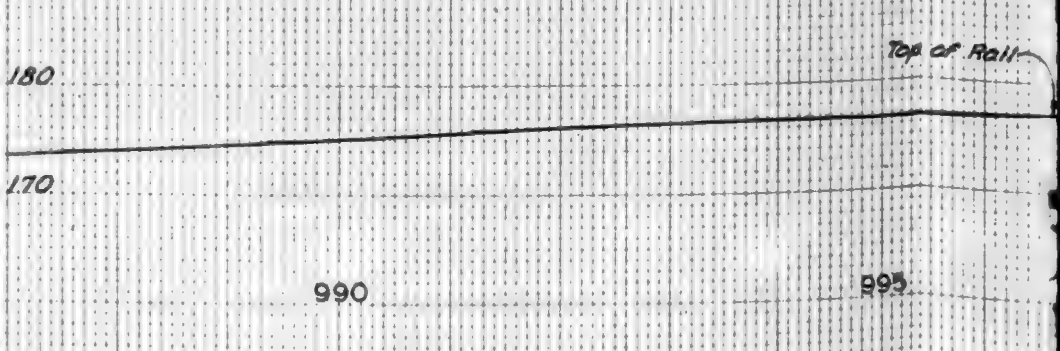
SIGHTING TABLE

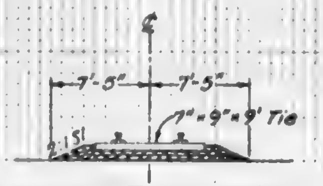






Minter Bridge Rd Typical Section

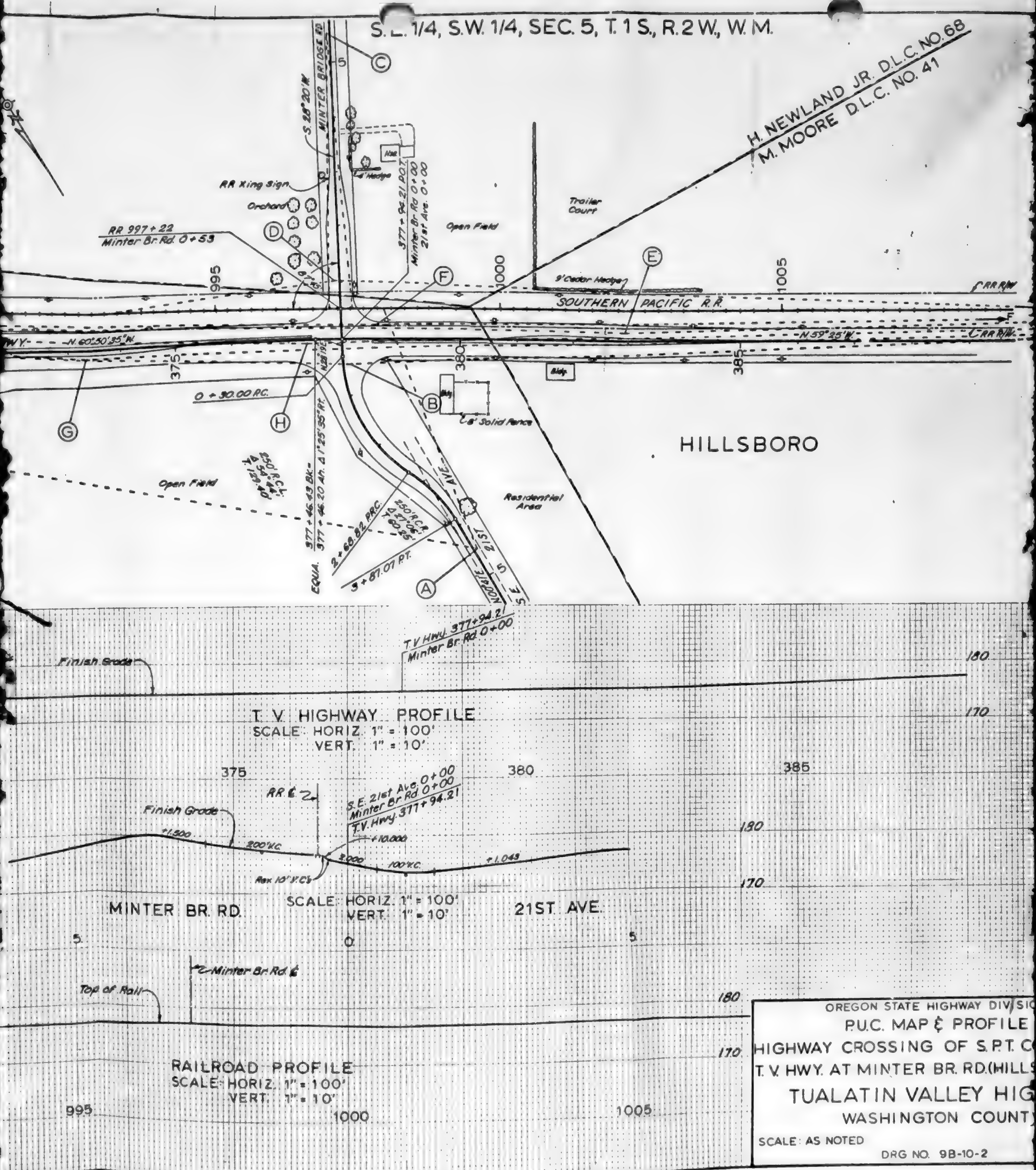




Railroad Typical Section

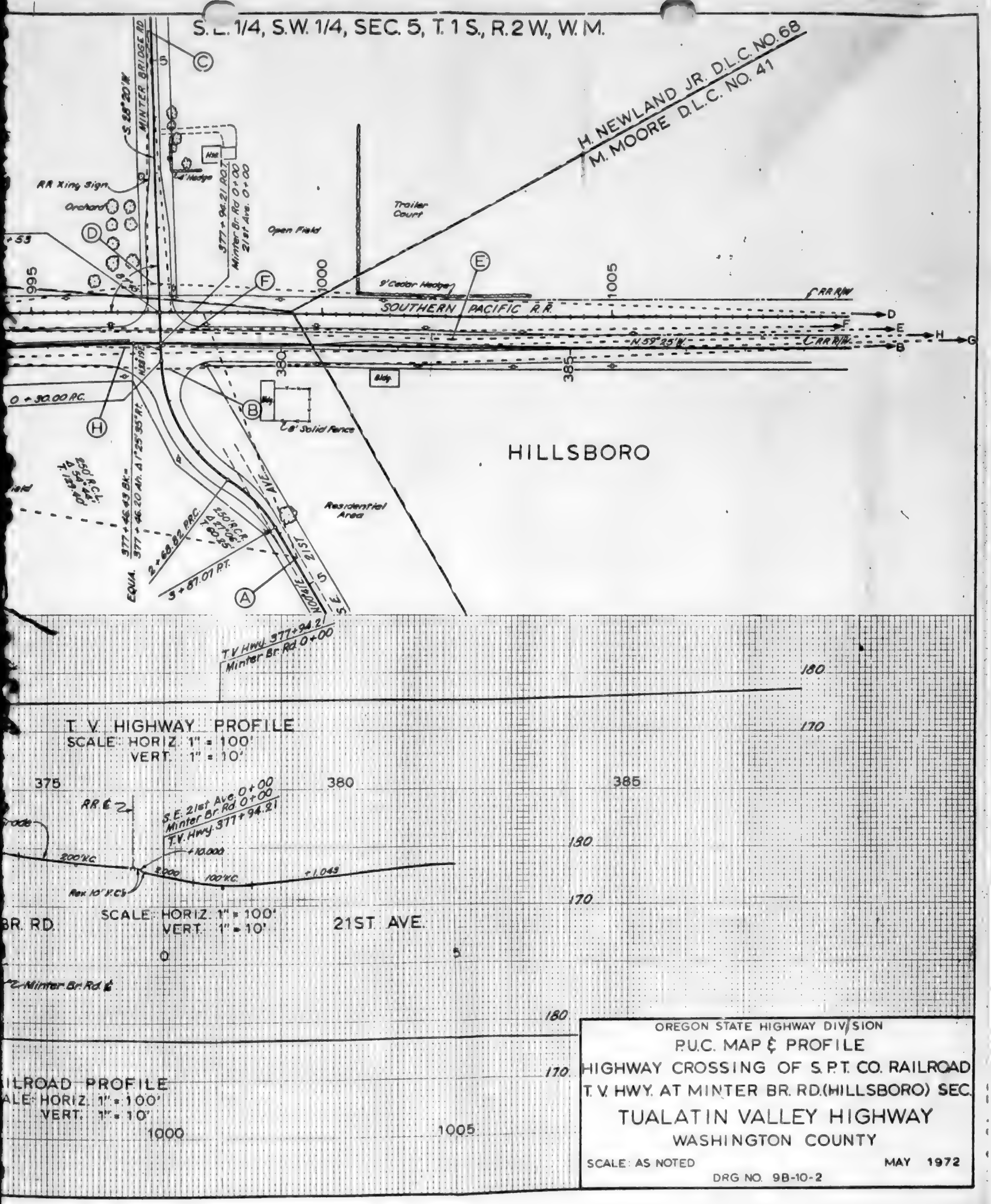
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.



OREGON STATE HIGHWAY DIVISIO
P.U.C. MAP & PROFILE
HIGHWAY CROSSING OF S.P.T. C
T. V. HWY. AT MINTER BR. RD. (HILLS
TUALATIN VALLEY HIG
WASHINGTON COUNTY

SCALE: AS NOTED
DRG NO. 9B-10-2



OREGON STATE HIGHWAY DIVISION
P.U.C. MAP & PROFILE
HIGHWAY CROSSING OF S.P.T. CO. RAILROAD
T. V. HWY. AT MINTER BR. RD. (HILLSBORO) SEC.
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY
SCALE: AS NOTED
MAY 1972
DRG NO. 9B-10-2

files

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7830

February 1, 1973
Salem, OR 97310

SUBJECT: Signalization Agreement
Tualatin Valley Highway @ Minter
Bridge Road (Hillsboro) Sec.
Washington County
R/W File: 47150
PUX 845 SXF 608
Project No. T-5014(2)
Contract No. 7860

To: C. W. Head
Secretary

BUILDING

Copies of the above-captioned agreement with the Southern Pacific Transportation Company are being distributed as listed below. The original and one copy of this State's counterpart, along with the voucher for the consideration of $250, is being handed to Velda De Guire in the Right of Way Section for processing, after which the agreement will be forwarded to your office for filing.

This document grants the State an easement for the construction of the necessary widening of the Tualatin Valley Highway and the reconstruction of the connection of Minter Bridge Road with the Tualatin Valley Highway. As consideration for this easement, the State is to pay the Railroad the sum of $250. If this instrument is recorded, please advise them of the recording data.

This agreement provides for the Railroad to install crossing gates at the Minter Bridge Road grade crossing and to prepare the tracks and install hardwood planking. This work is estimated to cost $30,120, and an Order for State Force Work should be written by the Resident Engineer in this amount. In addition, a second order for State Force Work should be written in the amount of $1400 to cover railroad protective costs.

The Resident Engineer should keep a diary of the work performed by Railroad forces, as he will be requested to approve the bill for this work when submitted by the Railroad at a future date.

When this project is completed, a copy of this agreement should be handed to the District Engineer, who should become familiar with all of its terms. The Railroad is required to maintain the crossing signals and hardwood surface at Railroad expense upon completion of the installation.

T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

NOTED
FRAN NEAVOLL

TWL:jly

cc: H. S. Coulter
C. T. Keasey w/agree.
L. E. George "
V. E. Skoog "
R. N. Chase w/agree. (4)
J. L. Sollis "
L. W. Rulien "
Howard Harris "
R. H. Rumbolz "

NOTED
C. W. HEAD

SP*52478-734

S-2660

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

January 25, 1973

GMO 80495
0-0-72-5

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter December 18, relative to the installation of automatic gates and improvement of Minter Bridge Road, crossing FD 763.3, adjacent to the Tualatin Valley Highway near our station of Newton.

Herewith State's fully executed copy of Street or Highway easement dated January 9, 1973. If this instrument is recorded, please advise recording data.

Also, referring to Ms. Egan's letter of January 3. Attached as requested is executed copy of voucher in the amount of $250 to cover the longitudinal easement.

Yours truly,

A W Kilborn

Attch.

cc: Ms. Adele L. Egan
Asst. Right of Way Office Manager
State Highway Department
Salem, Oregon 97310

RECEIVED
JAN 29 1973
UTILITY UNIT

A-2[illegible] (Rev. 5-74)

VOUCHER
THE STATE OF OREGON

To Southern Pacific Transportation Company Dr.

% State Highway Right of Way Section

Date Vouchered	NATURE OF CLAIM	AMOUNT
	easement for grade crossing granted to *For* ~~property acquired for right of way by~~ *the Oregon State Highway Division* ~~*as per details attached:*~~	$ 250.00
	File 47150	
	Tualatin Valley Highway-S. E. Minter Br. Rd.--Tualatin Valley Highway	
	Total Consideration $250.00	

APPROVED

Assistant Right of Way Engineer

APPROVED BY HIGHWAY COMMISSION

Date

Assistant Secretary

Proj. No.

APPRAISAL SUMMARY
Appraisal $
Appraisal $
Appraisal $
Appraisal $
Review $

COST DISTRIBUTION		
Total		

The undersigned hereby certifies that the foregoing account of the above-stated claim is correct and just, that the items set forth have been delivered to the State of Oregon, and that no part of the said claim has heretofore been paid.

PERSON MAKING CERTIFICATION ☞ L S Blake
SIGN HERE First Asst. Mgr., Contract Dept. (Name)

Warrant No. issued in payment of the within claim.

RAF - VI - 00670/321-2 - 10/23/72

EFFECTIVE DATE OF AUTHORIZATION FOR WORK: 12-12-72
STATE HIGHWAY COMMISSION EXECUTED AGREEMENT AT THE 12-12-72 MEETING

APPROVED AS TO FORM BY GENERAL COUNSEL,
AUGUST 18, 1966

C.S.7362

DATE: MAR 5 1973 APPROVED: ✓

G.L. GREEN, DIVISION ENGR.
OREGON DIVISION - FHWA

STREET OR HIGHWAY EASEMENT

Mile Post FD-763.3-N

This Indenture, made this 9 day of January, 1973, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation of the State of Delaware, -herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, address: -herein called "Grantee";

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway slopes ~~street or highway~~, hereinafter termed "highway," upon and across the real property described on the attached Exhibit "A."

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad the right to construct, reconstruct, maintain, use and remove existing and future, railroad, transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across or along said property. In event tracks are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway, subject, however, to Oregon Legislative enactments.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave the same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

8. As part consideration herefor, Grantee agrees to pay Railroad an amount equal to all assessments levied by any lawful body against the property of Railroad to defray any part of the expense incurred in connection with the construction or reconstruction of said highway commenced within two (2) years from the date first herein written.

9. Should Grantee at any time abandon the use of said property or any part thereof, or fail to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to, but not in qualification of, the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad, at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand., excluding therefrom any railroad signals, trackage, ballast, ties or related Railroad facilities thereon.

10. Should Railroad remove or abandon in place all of its facilities at said location and Railroad no longer desires to retain interest in said property, Grantee shall be required to purchase Railroad's interest in said property at the then fair market value.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

12. Sections 13 to 15, inclusive, on the Insert hereto attached are hereby made parts of this indenture.

*

**

*

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed in duplicate as of the day

This Indenture, made this 9 day of January, 1973, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation of the State of Delaware, -herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, address: -herein called "Grantee";

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway slopes ~~street or highway~~, hereinafter termed "highway," upon and across the real property described on the attached Exhibit "A."

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad the right to construct, reconstruct, maintain, use and remove existing and future, railroad, transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across or along said property. In event tracks are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway, subject, however, to Oregon Legislative enactments.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave the same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

8. As part consideration herefor, Grantee agrees to pay Railroad an amount equal to all assessments levied by any lawful body against the property of Railroad to defray any part of the expense incurred in connection with the construction or reconstruction of said highway commenced within two (2) years from the date first herein written.

9. Should Grantee at any time abandon the use of said property or any part thereof, or fail to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to, but not in qualification of, the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad, at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand, excluding therefrom any railroad signals, trackage, ballast, ties or related Railroad facilities thereon.

10. Should Railroad remove or abandon in place all of its facilities at said location and Railroad no longer desires to retain interest in said property, Grantee shall be required to purchase Railroad's interest in said property at the then fair market value.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

12. Sections 13 to 15, inclusive, on the Insert hereto attached are hereby made parts of this indenture.

*

**

*

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

By ____________________

(Title) Asst. Asst. Mgr., Contract Acct.

Attest: ____________________
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission

By ____________________
Chairman

____
Commissioner

This Agreement, made this 9 day of January, 1973, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation of the State of Delaware, -herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, address: -herein called "Grantee";

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway slopes ~~xxxxxxxr highway~~, hereinafter termed "highway," upon and across the real property described on the attached Exhibit "A."

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad the right to construct, reconstruct, maintain, use and remove existing and future, railroad, transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across or along said property. In event tracks are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within ~~xxxxxxxxr~~ two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway, subject, however, to Oregon Legislative enactments.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave the same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

STATE OF CALIFORNIA
City and County of San Francisco } *ss.*

On this 18th *day of* January *in the year One Thousand Nine Hundred and Seventy* three *before me,* GENE H. ELLINGER, *a Notary Public in and for the City and County of San Francisco, State of California, personally appeared* L. T. Blake and R. W. Humphrey
(One Market St.)
known to me to be the First Assistant Manager, Contract Department and Assistant Secretary *of the corporation described in and that executed the within instrument, and also known to me to be the person* s *who executed it on behalf of the corporation therein named and* t*he*y *acknowledged to me that such corporation executed the same.*

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, the day and year in this certificate first above written.

Gene H. Ellinger
Notary Public in and for the City and County of San Francisco, State of California.

Corporation

My Commission Expires July 11, 1975

*

**

*

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY
By L T Blake
(Title) First Asst. Mgr., Contract Dept.
Attest: R W Humphrey
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission
By Glenn Jackson
Chairman
Commissioner

INSERT

Southeast Minter Bridge Road
Crossing No. FD-763.3

Newton, Oregon

13. Railroad shall furnish all necessary labor, materials, tools and equipment and shall perform the following work:

(a) install two (2) flashing light grade crossing signals equipped with automatic gate arms, and gongs together with necessary actuating and operating circuits and adequate instrument housing, hereinafter collectively referred to as "signals", at said crossing. Installation of and all materials for said signals shall be in accordance with Railroad's usual standards and in compliance with the Oregon Public Utility Commissioner's Standards Nos. 2 and 4 of Order No. 44783. Said signals shall be located approximately as indicated on the attached print, and

(b) prepare its tracks, including necessary change of running rail and the furnishing and installation of timber planking along the rails of the tracks through said highway.

Grantee shall reimburse Railroad promptly upon receipt of bills therefor for ~~ninety percent (90%) of~~ the entire cost and expense incurred by Railroad in connection with the furnishing of materials and performing the work specified in item (a) of this section 13. Grantee agrees to reimburse Railroad for one hundred percent (100%) of the cost and expense incurred by Railroad in furnishing materials and performing the work specified in item (b) of this section 13. ~~In accordance with the provisions of the United States Bureau of Public Roads Policy and Procedure Memorandum No. 21-10, section 5.b(3), Railroad shall bear the remaining ten percent (10%) of the cost and expense of furnishing materials and performing the work specified in said item (a) of this section 13.~~

14. All work contemplated hereunder shall be performed in a good and workmanlike manner to the satisfaction of the parties hereto and each portion shall be properly commenced by the parties hereto obligated to do same and thereafter diligently prosecuted to conclusion in its logical order and sequence.

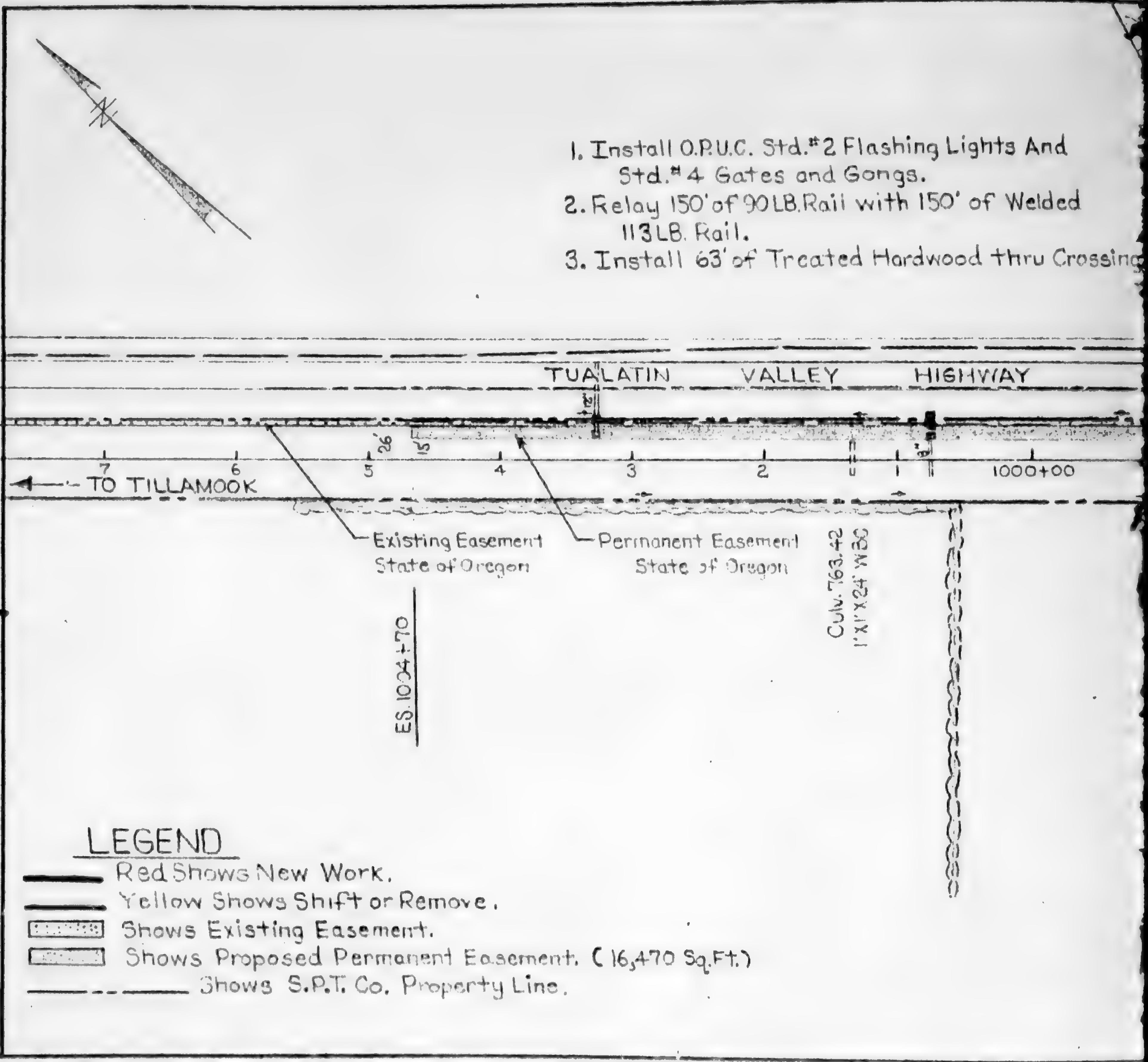
The books, papers, records and accounts of the parties hereto so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open for inspection and audit by the agents and authorized representatives of the parties hereto and/or the Bureau of Public Roads.

15. After installation of said signals has been completed, Railroad shall maintain same so long as they remain in place.

*

*

*


TUALATIN VALLEY HIGHWAY
TO TILLAMOOK
7
6
5
4
3
2
1
1000+00
26'
15'
Existing Easement State of Oregon
Permanent Easement State of Oregon
Culv. 763.42 1'x1'x24' W.3C
ES. 1004+70

1. Install O.P.U.C. Std.# 2 Flashing Lights And Std.# 4 Gates and Gongs.
2. Relay 150' of 90 LB. Rail with 150' of Welded 113 LB. Rail.
3. Install 63' of Treated Hardwood thru Crossing

LEGEND

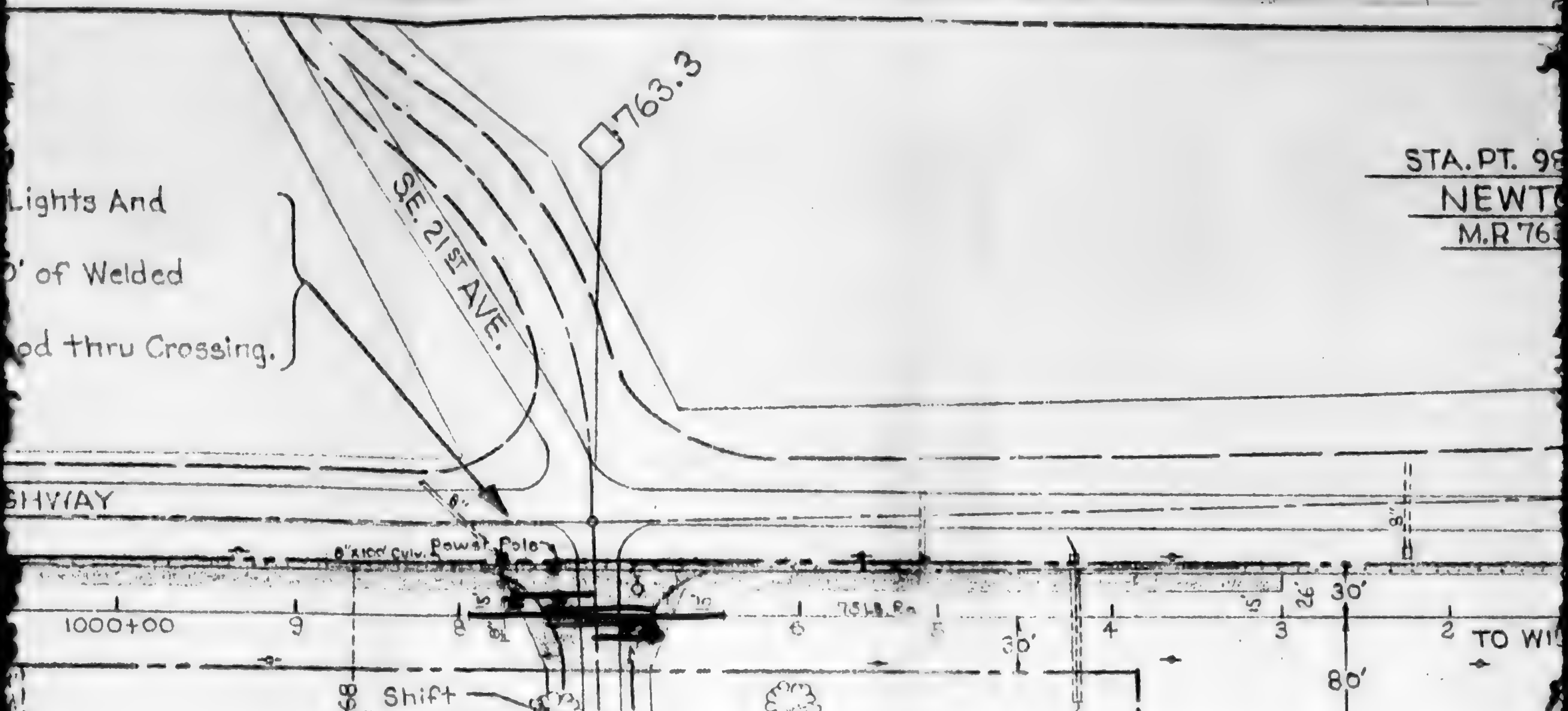
Red Shows New Work.

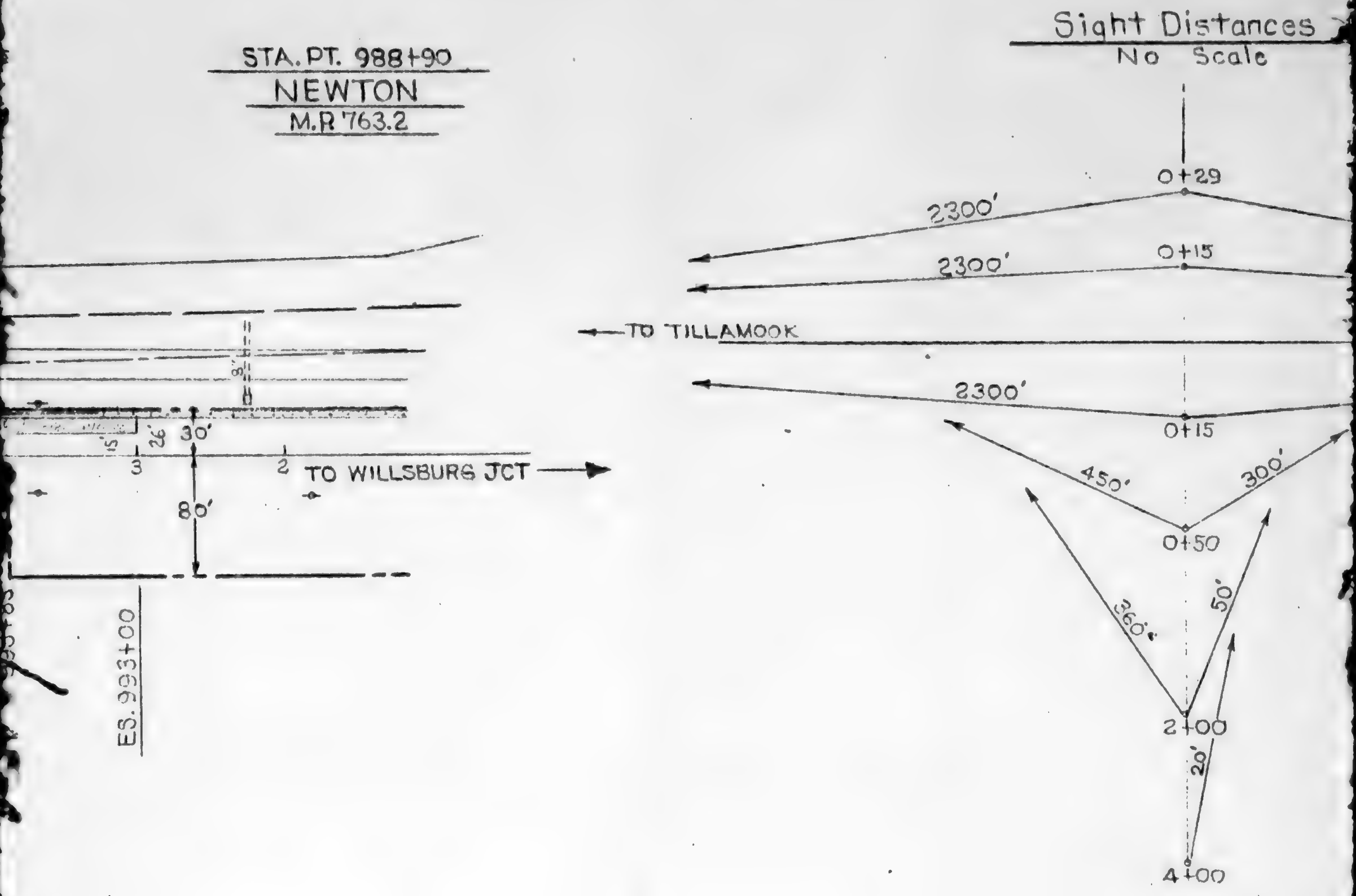
Yellow Shows Shift or Remove.

▨ Shows Existing Easement.

▨ Shows Proposed Permanent Easement. (16,470 Sq. Ft.)

Shows S.P.T. Co. Property Line.

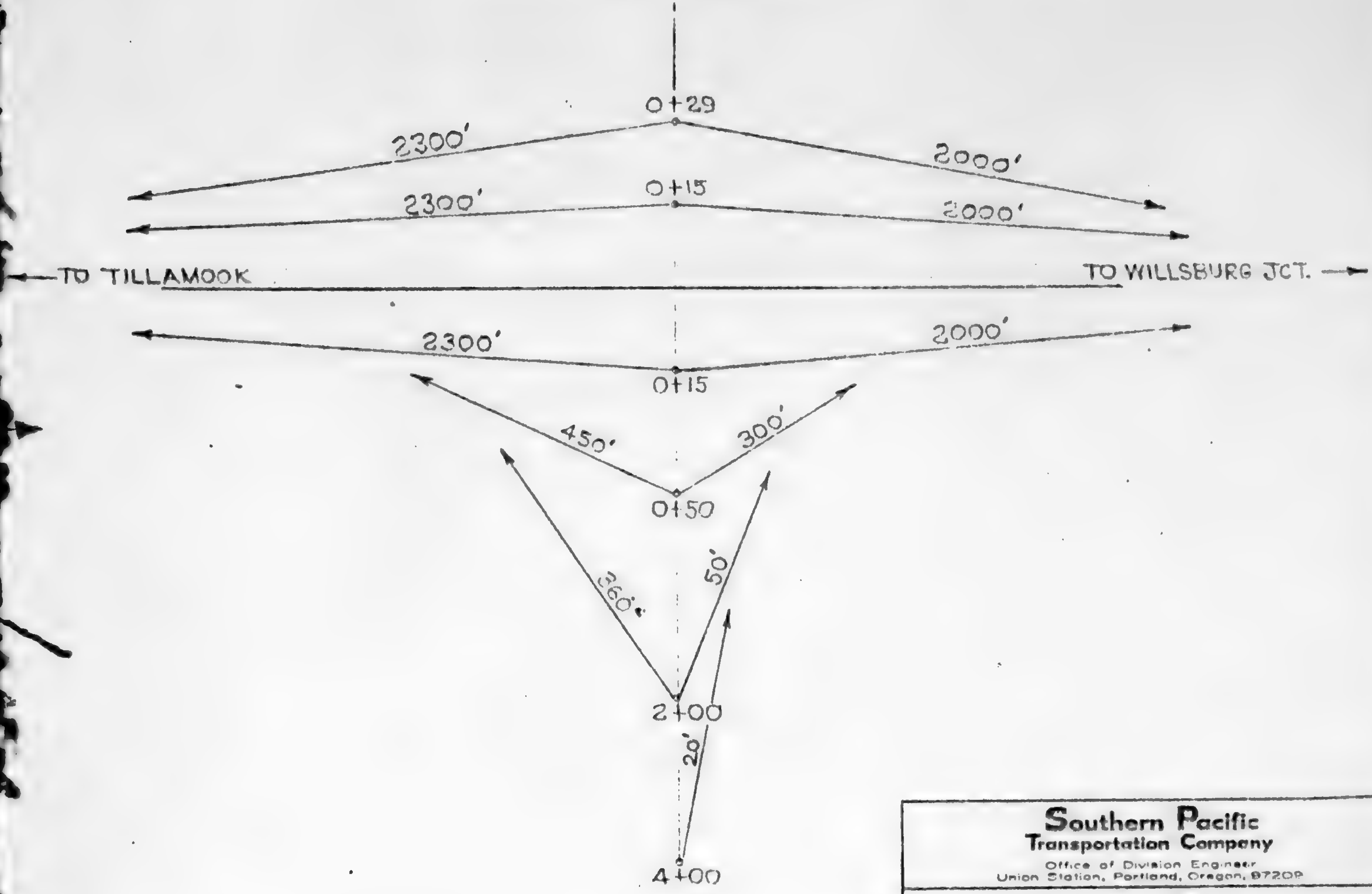

763.3
STA. PT. 98
NEWTO
M.R 763
Lights And
0' of Welded
od thru Crossing.
SE. 21ST AVE.
SHWAY
8"
8"x100' Culv.
Power Pole
8"
1000+00
9
8
8½
5
70
6
75 LB. Ra
5
4
3
2
30'
30'
26'
TO WI
80'
Shift
Power Line X-ing
8" Sewer Line 999+68
Culv. 763.41
12"X34' CMP
MINTER BRIDGE RD. FD. 763.3
Culv. 763.3 - 24" CMP Conduit For
12" Water Line (Hillsboro)
993+85
ES. 993+00
HO.


STA. PT. 988+90
NEWTON
M.P 763.2
Sight Distances
No Scale
0+29
2300'
0+15
2300'
TO TILLAMOOK
2300'
0+15
450'
300'
0+50
360'
50'
2+00
20'
4+00
8'
15'
26'
30'
3
2
TO WILLSBURG JCT
80'
ES. 993+00

FD. 763.3 B.
NC. R/W

Sight Distances

No Scale



Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

Tillamook Branch
NEWTON
Install Automatic Gates & Rail
Relay & Hardwood Crossing

SCALE 1" = 100'	OREGON DIVISION
DRAWN BY HLC CHECKED BY	VAL SEC V-20 SHEET 10
ROUTE NO FD MP 763.3	DRAWING NO B-940
DATE July 31, 1972	SHEET NO
REVISED TO Sept. 13, 1972	FILE DRAWER

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 31, 1973

Gary Baker, Contractor
2030 East Main Street
Hillsboro, Oregon 97123

Dear Mr. Baker:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7860 for work on the
> Tualatin Valley Highway at S. E.
> Minter Bridge Road (Hillsboro)
> Section in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Great American Ins. Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Kassey
Walt Hart
L. H. Young
Attn Vince Gallagher
L. W. Rulien
Howard Harris

January 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of December 29, 1972 is requested in the award of contract for the T. V. Hwy. at Minter Bridge Rd. (Hillsboro) Section, Project No. T-5014(2).

The contractor receiving the award is Gary Baker of Hillsboro in the amount of $90,544.50, with Contract No. 7860 assigned. This bid was received on December 12, 1972 and awarded on January 8, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JAN 12 1973

I concur in the award.

for G. L. Green, Division Engineer

DAR:dg

NOTED
R. D ASBURRY

RECEIVED
JAN 15 1973
PROGRAMING SECTION

RECEIVED
JAN 11

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7860

Mr. Eldon S. Mills
City Manager
City Hall
Hillsboro, Oregon 97123

January 8, 1973

Re: TOPICS Project T-5014(2)
T.V. Hwy. @ Minter Bridge Road

Dear Mr. Mills:

This will acknowledge receipt of the City of Hillsboro's check No. 2468 in the amount of $41,800, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladorn

for H. S. Cox
County and City Engineer

RB:ljt

bc: ✓R. L. Schroeder
L. H. Young
L. E. George
L. W. Rulien
V. E. Skoog - Check No. 2468 for $41,800

Rec'd. 1/8/73 by ________________

NOTED
R. L. SCHROEDER

RECEIVED
JAN 8 1973
Office of
Assistant State Highway Engineer

DATE	INVOICE NO.	ACCOUNT NO.	NET INVOICE AMOUNT	VOUCHER TOTAL	MEMO
JAN 2 73		2303	41,800.00	4[illegible]00.00	

Topics Project # 7-5014 (2)
TV Hiway + Minter Bridge Road
Please advise Richard Bladorn

CITY OF HILLSBORO

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 8, 1973

NOTED
A. E. JOHNSON

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Portland Area Affirmative Action Plan
Contracting Activity Report

Dear Sir:

Attached are six (6) copies each of Oregon's Contracting Activity Report covering Federal-aid project awarded in Clackamas, Multnomah and Washington Counties during the months of December, 1972 and January, 1973.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

Attachments

bc: A. E. Johnson/att.
Gene Huntley/att.

RECEIVED
JAN 9 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
CONTRACTING ACTIVITY

REPORT ON THE IMPLEMENTATION OF THE PORTLAND PLAN FOR THE MONTH OF De

INVITATIONS FOR BIDS DURING PERIOD	Did Invitation contain Plan Specifications?	(Lis
1. Tualatin Valley Highway @ S.E. Minter Bridge Road (Hillsboro) T-5014(2) OSHD Contract No. 7860 PORT-DOT (H) 1-73-012 Washington County - Tualatin Valley Highway Hillsboro, OR 0.22 miles $90,544.50 190 Calendar Days from 1-18-73 to 7-27-73	Yes	Gary Baker, Co 2030 E. Main S Hillsboro, OR Equipment Oper Truck Drivers Laborers Cement Masons Electricians

FORM E-887

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
CONTRACTING ACTIVITY

EMENTATION OF THE PORTLAND PLAN FOR THE MONTH OF December 1972

Did Invitation contain Plan Specifications?	Identity of low bidder or bidders, address and phone number. (List prime and subcontracts and trades).	Did contract contain plan requirements?
Yes	Gary Baker, Contractor 2030 E. Main Street Hillsboro, OR 97123 Equipment Operators Truck Drivers Laborers Cement Masons Electricians	Yes

5

RECEIVED
JAN [illegible] - 1972
FOR FILING

7260

bc C. T. Keasey
Wal[illegible]rt
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris
William Geibel (SAIF)

January 8, 1973

Bid
Dec. 21, 1972

Gary Baker, Contractor
2030 East Main Street
Hillsboro, Oregon 97123

Dear Mr. Baker:

The State Highway Commission on December 28, 1972, accepted your proposal for work on the Tualatin Valley Highway at S. E. Minter Bridge Road in the City of Hillsboro in Washington County in the amount of $90,544.50 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Hillsboro approves and deposits $41,800 and approval of the Federal Highway Administration is received.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7860.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 19, 1973.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 4, 1973

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 5 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Oregon Project T-5014(2)
T. V. Highway at Minter Bridge Road Section
Tentative Concurrence in Award

Based on the information furnished in Mr. Young's December 27 letter we concur that it is in the public interest to award a contract to the low bidder, Gary Baker of Hillsboro, for the subject project even though his bid was 18.1% over the engineer's estimate. We have granted, therefore, effective December 29 tentative concurrence in the award of contract for the subject project.

RECEIVED
JAN 9 1973
PROGRAMING SECTION

Chase

1-9-73
Young

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

G. L. Green
December 27, 1972
Page 2

We considered readvertising the project as it is now designed, but determined that it had sufficient advertising with response from only two bidders. We also considered splitting the two kinds of work into two separate projects, but that had some disadvantages, too, such as, smaller contracts with higher unit prices; two contractors working in the same area at the same time; and more administrative and engineering costs. The city of Hillsboro is anxious to have the project completed, and is willing to put up their share of the cost.

Considering the above facts, we request you concur in our finding that it is in the public interest to award the contract to the low bidder.

12-29-72
called Eldon Mills - appears they have $ & will pay. however he will take matter up with Council 1-2-72 & reply.
Don H.

DAR:dg

cc F. B. Klaboe
W. J. Hart
H. S. Cox
C. G. Swenson

1-5-73
Eldon Mills [illegible] in say Council approved extra $20,000. check will be in mail tomorrow [illegible]

RECEIVED
DEC 27 1972

7860

December 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT T. V. Hwy. at Minter Bridge Road
(Hillsboro) Section
Oregon Project No. T-5014(2)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on December 21, 1972, and Gary Baker of Hillsboro submitted the low bid for the grading, paving, and traffic signal work on this TOPICS project in the amount of $90,544.50, which is $13,874.50 or 18.1 percent over our engineer's estimate of $76,670.00. One other bid was received in the amount of $95,000.00.

Work involved in this project is in two categories, consisting of traffic signals and roadway grading and paving. The grading and paving bid amount is $1,628.00 or 3.24 percent above our engineer's estimate, which we feel is very reasonable. The traffic signal bid amount is $38,746.00, or $12,246.00 above our unadjusted engineer's estimate. We have reexamined the traffic signal estimate which was made in August 1971, at the time the program was submitted, and found it to be quite low in all of its major categories. The updated estimate for the traffic signals is $32,300.00 instead of $26,500.00, as used for comparison of bids. After adjusting the estimate, the total project overrun is reduced to $8,084.00, and using the adjusted estimate, the bid overrun is then within 10 percent of the engineer's estimate; therefore, we feel it is reasonable and acceptable.

RECEIVED
[illegible] 1972
FOR FILING

RECEIVED
STATE HW[illegible]GR
DEC 27 '72
REFER TO
FOR
Info Inves R/D DIR Sign Act File

bc: F. B. Klaboe
R. L. Schroeder
L. H. Young
L. W. Rulien

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 26, 1972

F. B. KLABOE

Mr. Eldon S. Mills
City Manager
City Hall
Hillsboro, Oregon 97123

Dear Mr. Mills:

TOPICS Project T-5014(2)
TV Highway @ Minter Bridge Road

The State Highway Commission opened bids on the subject project on December 21, 1972. The apparent low bid was submitted by Gary Baker of Hillsboro.

The anticipated cost based on the low bid is as follows:

Contractor's Bid		$ 90,544.50
Anticipated Additional Items:		
Flagging	$ 1,500	
RR Protection	1,400	
RR Gates etc.	30,000	
Striping	600	
Temporary Erosion Control	100	
Mail Box Posts	50	
Adjust Utilities	2,000	
Seeding and Mulching	320	
		35,970.00
		126,514.50
Less Railroad Share		3,000.00
		123,514.50
Engineering and Contingencies, 13½%		16,674.50
		140,189.00
Estimated Preliminary Engineering to Date		8,811.00
TOTAL......		$149,000.00
Estimated Available TOPICS Funds		109,000.00
OVERRUN....		$ 40,000.00
City's Advance Deposit:		
20% of TOPICS Funds	($109,000)	$ 21,800.00
50% of Overrun	($ 40,000)	20,000.00
		$ 41,800.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $41,800) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RB:mm

T. V. HWY. AT MINTER BRIDGE ROAD (HILLSBORO) SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

FAP No. T-5014(2)
(Grading, Paving and Traffic Signals) Bids Received December 21, 1972

1.	Temporary Protection and Direction of Traffic	All Specified			$ 6,060.00	4800
2.	Clearing and Grubbing	All Specified			2,600.00	3475
3.	Removal of Structures and Obstructions	All Specified			4,000.00	500
4.	General Excavation	2,150 cu.yds.	$ 2.00	3.90	4,300.00	8385
5.	Trench Excavation	70 cu.yds.	4.00	9.50	280.00	665
6.	Finishing Roadbed and Slopes	All Specified			1,500.00	850
7.	Obliteration of Roadway	700 sq.yds.	.75	1.00	525.00	700
8.	Watering	65 M-gals.	4.00	5.00	260.00	325
9.	1"-0 Aggregate Base	3,040 tons	4.00	3.70	12,160.00	11,248
10.	Class "C" Asphalt Concrete Mixture	830 tons	10.00	9.25	8,300.00	7,677.50
11.	Asphalt Cement in Mixture	53 tons	35.00	38.00	1,855.00	2,014
12.	12-inch Culvert Pipe	66 lin.ft.	5.00	6.00	330.00	396
13.	8-inch Sewer Pipe	190 lin.ft.	4.00	7.00	760.00	1,330
14.	12-inch Sewer Pipe	74 lin.ft.	5.00	8.50	370.00	629
15.	Concrete Inlets, Type G-1	12 only	180.00	225	2,160.00	2,700
16.	Concrete Driveways	195 sq.yds.	7.00	8.20	1,365.00	1,599
17.	Concrete Curbs	55 cu.yds.	50.00	65.00	2,750.00	3575
18.	Extra for Asphalt Approaches	2 only	50.00	65.00	100.00	130
19.	Adjusting Manholes	2 only	125.00	200.00	250.00	400
20.	Capping Inlets	3 only	35.00	100.00	105.00	300
21.	Setting Mailbox Posts	4 only	35.00	25.00	140.00	100
22.	Traffic Signal Installation, Complete	All Specified			26,500.00	38,746
		For Comparison of Bids			$ 76,670.00	90,546.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 76,670.00	
Anticipated Additional Items:			
Flagging (State Share)	$ 1,500.00		
Railroad Protective Costs	1,400.00		
Other Railroad Costs	30,000.00		
Permanent Pavement Striping	500.00		
Stage Construction Striping	100.00		
Temporary Erosion Control	100.00		
Furnish Mail Box Posts	50.00		
Adjust Utilities	2,000.00		
Roadside Seeding & Mulching	320.00		[illegible]
		35,970.00	
		$112,640.00	126,514.50
Contingencies (4-1/2%) [illegible]		5,068.80	—RR 3000
Engineering (9%)		10,137.60	123,514.50
			16,674.50
Estimated Net Authorization, Constr.		$127,846.40	140,189.00
		Est NE	8,811
			147,000

```
              *
    4 8. 0 0
    3 4. 7 5
      5. 0 0
    8 3. 8 5
      6. 6 5
      8. 5 0
      7. 0 0
      3. 2 5
  1 1 2. 4 8
    7 5. 7 7
    2 0. 1 4
      3. 9 6
    1 3. 3 0
      6. 2 9
    2 7. 0 0
    1 5. 9 9
    3 5. 7 5
      1. 3 0
      4. 0 0
      3. 0 0
      1. 0 0
  3 8 7. 4 6

  9 0 5. 4 4 s
```

PAGE: 1 of 2

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $

PROJECT NUMBER
#3 PAGE NO. 1

LOCATION
Tualatin Valley Highway at SE Minter Bridge Road
(Hillsboro) Section of TUALATIN VALLEY HIGHWAY
in Hillsboro, WASHINGTON COUNTY

OREGON STATE HIGHWAY DEPARTMENT
OWNER

DECEMBER 21, 1972
DATE OF BID OPENING

$ 76,670

(3) LOW BIDDERS

Gary Baker cont Hillsboro	CASCADE Const Co PORTLAND	
NO. 1	NO. 2	NO. 5

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	~~No. 3~~ UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	4800	8867	4800
	L.S.	Clearing and Grubbing	2	3475	960	3475
	L.S.	Removal of Structures and Obstructions	3	500	1000	500
2,150	C.Y.	General Excavation	4	3 90	3	8385
70	C.Y.	Trench Excavation	5	9 50	16	665
	L.S.	Finishing Roadbed and Slopes	6	850	1500	850
700	S.Y.	Obliteration of Roadway	7	1	1 60	700
65	M-gals.	Watering	8	5	6	325
3,040	Tons	1"-0 Aggregate Base	9	3 70	5 80	11,248
830	Tons	Class "C" Asphalt Concrete Mixture	10	9 25	10 20	7,677 50
53	Tons	Asphalt Cement in Mixture	11	38	30	2,014
66	L.F.	12-inch Culvert Pipe	12	6	6	396
190	L.F.	8-inch Sewer Pipe	13	7	9	1330
74	L.F.	12-inch Sewer Pipe	14	8 50	10 50	629
12	Only	Concrete Inlets, Type G-1	15	225	158	2700
195	S.Y.	Concrete Driveways	16	8 20	8 40	1638 1599 ✓
55	C.Y.	Concrete Curbs	17	65	58	3575
2	Only	Extra for Asphalt Approaches	18	65	100	130

BOND WITH SAFECO

PROJECT NO. #3 Tualatin Valley Highway at SE Minter Bridge Road, WASHINGTON COUNTY PAGE: 2 of 2.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
2 Only	Adjusting Manholes	19	200	150	400
3 Only	Capping Inlets	20	100	158	300
4 Only	Setting Mailbox Posts	21	25	25	100
L.S.	Traffic Signal Installation, Complete	22	38,746	35,224	38746
			~~90,585~~^{50}	95,000	90,544^{50}
			90,544^{50}		

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

Contract Cost Estimate
T.V. Hwy. at S.E. Minter Br. Rd. (Hillsboro) Sec.
Tualatin Valley Highway
Washington County

Item	Unit	Unit Cost	Quantity	Cost
30'-3ga. steel strain pole	ea.	~~472.00~~ 602.00	2	$ ~~944.00~~ 1204.0
30'-7ga. steel strain pole	ea.	~~373.00~~ 474.00	2	~~746.00~~ 948.0
17'-7ga. Mast Arm Pole (20'-7ga.arm)	ea.	~~393.00~~ 500.00	1	~~393.00~~ 500.0
Portland Cement Concrete	cu.yd.	26.00	10	260.00
2½" Conduit	ft.	0.93	10	9.30
2" Conduit	ft.	0.54	15	8.10
1" Conduit	ft.	0.23	150	34.50
No. 6 TW wire	ft.	0.10	20	2.00
No. 8 TW wire	ft.	0.07	50	3.50
No. 10 TW wire	ft.	0.05	500	25.00
No. 12 THWN wire	ft.	0.04	50	2.00
No. 14 THWN wire	ft.	0.04	5000	200.00
3 wire no. 14 control cable	ft.	0.13	350	45.50
4 wire no. 14 control cable	ft.	0.12	700	84.00
5 wire no. 14 control cable	ft.	0.16	350	56.00
2 wire no. 12 control cable	ft.	0.12	220	26.40
3/8" galv. messenger cable	ft.	0.07	430	30.10
No. 20 Belden pair cable	ft.	~~0.04~~ 0.06	1400	~~56.00~~ 84.0
Epoxy	Gal.	8.00	55	440.00
Pedestrian pushbutton w/sign	ea.	12.50	6	75.00
One-way, 2 section pedestrian signals (12"0	ea.	185.00	6	1,110.00
One-way, 3 section vehicle signal (12" lenses)	ea.	~~185.00~~ 210.00	11	2,310.00 ~~2,035.00~~
One-way, 1 section vehicle signal (12" lenses)	ea.	75.00	2	150.00
Loop Detector Amplifier	ea.	150.00	7	1,050.00
Loop Delay Timer	ea.	55.00	4	220.00
Five-phase fully actuated controller/ P-1 cab.	ea.	6600.00	1	6,600.00
Terminal cabinet	ea.	~~35.00~~ 70.00	4	~~140.00~~ 280.
Service cabinet w/breaker	ea.	~~50.00~~ 75.00	2	~~100.00~~ 150.
Meter base	ea.	15.00	1	15.00
Misc. Hardware	all	300.00	all	300.00
Part-time restriction sign (Neon)	ea.	230.00	2	460.00
Interior illuminated sign	ea.	130.00	2	260.00
R.R. Pre-emption Devices	ea.	2000.00	1	2,000.00
		Material Total		~~$16,880.40~~ $18,942.40

Net Material	18,942.40	~~$16,880.40~~
Labor	7,000.00	~~5,700.00~~
Profit	5,200.00	~~3,387.10~~
Misc. & Contingencies	600.00	~~484.50~~
Temp. Protection & Dir. of Traffic	557.60	~~548.00~~
	# 32,300.00	~~$27,000.00~~

Est. Contract Cost	$32,300.00 ~~$27,000.00~~
Flagging (State Share)	250.00
Engr. & Contingencies)	4,700.00 ~~3,950.00~~
Total	~~$31,200.00~~ # 37,250.00

RECEIVED
DEC 28 1972
FORM E-30 (REV. 10-69)

7860

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
December 22, 1972

SUBJECT: Portland Area Affirmative Action Plan
Project No. 3
Section: T.V. Hwy. at S.E. Minter Bridge Road

To: L. H. Young
Programing Engineer

The Part I certification and/or affirmative action plan submitted by

Gary Baker Contractor

of Hillsboro, Oregon with the bid proposal for the

subject project at the December 21, 1972 bid letting has been reviewed

and is:

X approved and award of contract recommended.

_____ not acceptable for the following reasons:

C. T. Keasey
Construction Engineer

By MGlenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Cecil Head

RECEIVED
DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7260

5

5r

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 18, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

RAILROAD COMPANIES
FILE No. 747

RE: Signalization Agreement
Tualatin Valley Highway at
SE Minter Bridge Road
(Hillsboro) Section
Washington County
R/W File: 47150
PUX 345 SXF 408
Your File: GMO 80495
0-0-72-5

ATTENTION: E. A. Kendrew
Assistant Engineer

Gentlemen:

Herewith you will find duplicate counterparts of the signalization agreement for the above-captioned grade crossing in Hillsboro, which was submitted to us with your letter dated November 6, 1972.

This document was executed by the Highway Commission at their meeting of December 12, 1972 and is now being returned to you for final execution by your principals.

You will note that the State has agreed to assume 100% of the installation cost in line with Instructional Memorandum 21-5-72, dated October 27, 1972, and made appropriate changes on the "Insert" page.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

bc: G. L. Green
~~C. W.~~ Head
L. H. Young
L. E. George
C. T. Keasey
J. L. Sollis
L. W. Rulien
Howard Harris
R. H. Rumbolz

TWL:jly
Enclosure

cc: Southern Pacific - San Francisco

NOTED
C. W. HEAD

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

November 6, 1972

IN REPLY PLEASE REFER TO
GMO 80495
0-0-72-5

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to the installation of automatic gates and improvement of Minter Bridge Road, crossing FD-763.3, adjacent to the Tualatin Valley Highway near our station of Newton.

Attached are duplicate counterparts of proposed street or highway easement covering the proposed improvement to this crossing. Please review; and if satisfactory, have executed on behalf of the State of Oregon after which both counterparts should be returned to this office for our further attention.

Also, you should furnish a voucher in the amount of $250 to cover compensation for slope easements.

Yours truly,

Attch.

cc: Mr. John Crockett
County Engineer
Washington County Courthouse
Hillsboro, Oregon 97123

RECEIVED
NOV 8 1972
UTILITY UNIT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

October 27, 1972

INSTRUCTIONAL MEMORANDUM 21-5-72
HNG-14

SUBJECT: PPM 21-10, Elimination of Hazards of Railway-Highway Crossings (dated October 3, 1958) - Railroad Liability

Background

PPM 21-10 implements those provisions of 23, U.S.C., 130(b) for classifying the various types of projects involved in the elimination of hazards of railroad-highway grade crossings and for setting for each such classification a percentage of the costs of construction deemed to represent the net benefit to the railroad(s) for the purpose of determining the railroad's share of the cost of construction.

The August 1972 Report to the Congress on Railroad-Highway Safety, Part II: Recommendations for Resolving the Problem, by the Federal Highway and Railroad Administrations reflects the need to reassess those railroad benefits. The report recommends that, by administrative authority pursuant to the foregoing provision of law, such projects be reclassified and net benefits to a railroad and the resulting railroad share of the cost be reset to reflect present day conditions.

This memorandum resets the railroad share of the cost on both elimination and protection type projects, as recommended under Chapter XII of the Part II Report. Reclassification of the various types of railroad-highway intersection improvements is now under study and will be dealt with later, along with other possible revisions to PPM 21-10.

The net benefits received by a railroad, under current conditions, from the elimination and protection of grade crossings were analyzed. The results of these analyses indicated the merit and need for modifying the existing provisions of paragraphs 5, 6 and 20 of PPM 21-10 and its current amendments, as related to the determination of railroad liability on projects involving the elimination of hazards at railroad-highway grade crossings. In addition, paragraph 3 of the PPM is modified to reflect an increase in the Federal share payable for "G" funded projects involving railroad liability. Such modifications follow:

RECEIVED
NOV 9 1972
UTILITY UNIT

-more-

Railroad Liability

Grade Crossing Eliminations - For projects involving grade crossing eliminations which are determined to be of cognizable benefit to the railroad under current provisions of the PPM, the assigned liability to the railroad is changed from the current rate of 10 percent to 5 percent of the cost of that part of the project properly attributable to the elimination, i.e., the railroad benefit related portion of the project costs.

Grade Crossing Protection - The installation or improvement of grade crossing protective devices was found to be of no ascertainable net benefit to the railroad. Accordingly, the railroad shall not be assigned liability in the costs of such work.

Federal Share Payable - Railroad-Highway Projects

The Federal share payable in the costs of preliminary engineering and construction for "G" funded projects is not to exceed 95 or 100 percent, dependent upon determination of railroad benefits.

Application - This memorandum is effective 30 days after its date of issuance.

The foregoing provisions apply to all Federal-aid highway projects and Federal-aid railroad-highway projects where the associated agreement between the State and the railroad or otherwise binding arrangement between the two parties, as further described in paragraph 3i of PPM 21-10, has not been executed prior to the effective date of this memorandum.

In those cases involving Federal-aid highway projects or Federal-aid railroad-highway projects which have not been closed by payment of the final voucher and where the State-railroad agreement was executed or an otherwise binding arrangement was made on or after October 1, 1971, but prior to the effective date of this memorandum, the State and the railroad may elect to modify such agreement or arrangement to reflect the provisions of this memorandum. In such cases, Federal funds may participate in any increase in the Federal share of project costs which may be attributable to a reduced railroad contribution.

Other provisions of PPM 21-10 remain unchanged.

R. R. Bartelsmeyer
Acting Federal Highway Administrator

U. S. DEPARTMENT OF TRANSPORTAT · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12 13-72

FE RAL AID PROJECT NO.: -5014(2)

STATE PROJECT NO.: TV HIGHWAY AT SE MINTER BRIDGE RD. (HILLSBORO)

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-50

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 29, 1972	NOVEMBER 29, 1972	PRIMARY ROUTE 32
		STATE ROUTE NUMBER
		TUALATIN VALLEY HIGHWAY #29

GENERAL LOCATION:

CITY OF HILLSBORO

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1500.00: RAILROAD PROTECTIVE SERVICES $$1400.00: TEMPORARY EROSION CONTROL $100.00: PERMANENT PAVEMENT STRIPING $500.00: AND STAGE CONSTRUCTION STRIPING $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
CONTRACTOR'S FLAGGING $1500.00
RAILROAD PROTECTIVE SERVICES $1400.00
TEMPORARY EROSION CONTROL $100.00
PERMANENT PAVEMENT STRIPING $500.00
STAGE CONSTRUCTION STRIPING $100.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 28, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
R. D. ASBURRY

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-13-72	Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible] 12-18-72 cc Glenn

5

bc C. W. Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Vern Skoog
D. H. Moehring
T. W. Litchfield
L. W. Rulien
Gary Ross
Gary Sund

7860

TWL:jly jf

December 5, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Signalization Agreement
Southern Pacific Transportation Company
Tualatin Valley Highway at Minter Bridge Road (Hillsboro)
Washington County

There will be on the agenda for the December 12 meeting an agreement with the Southern Pacific Transportation Company providing for the installation of crossing gates and the acquisition of an easement for the improvement of the intersection of Minter Bridge Road and the Tualatin Valley Highway in Hillsboro, Washington County.

This agreement grants the State an easement for highway slopes to occupy railroad property as required by the construction of this project, for which the State will pay the railroad a consideration of $250.

This agreement also provides for the installation of crossing gates at the grade crossing of Minter Bridge Road and the railroad tracks immediately south of the Tualatin Valley Highway.

The agreement has been modified to provide that the State will bear 100% of the cost of the installation of the signals, in line with Instructional Memorandum 21-5-72, issued by the Federal Highway Administration on October 27, 1972. The estimated cost for this installation is $30,120. This is a TOPICS project and subject to the usual Federal participation.

The Railroad is to maintain these facilities at railroad expense upon completion of the installation.

This agreement has been approved by the Federal Highway Administration and we now recommend your approval. Please initial the changes on the page marked "insert".

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO. 1-5014(2)

STATE PROJECT NO. TUALATIN VALLEY HIGHWAY AT MINTER BRIDGE ROAD

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-50

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: SEE BELOW

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 32

STATE ROUTE NUMBER: STATE PRIMARY ROUTE 29

GENERAL LOCATION:

CITY OF HILLSBORO

GENERAL DESCRIPTION OF WORK:

UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE OREGON STATE HIGHWAY COMMISSION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) RAILROAD ADJUSTMENT WORK
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. LITCHFIELD'S NOVEMBER 21, 1972 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH THREE COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

RECEIVED
DEC 1 1972
PROGRAMING SECTION

12-1-72

DATE: 11-28-72

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Litchfield

Hance 12.4.72

7860

November 28, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on December 21, 1972.

T-5014(2)	T.V. Hwy. at S.E. Minter Br. Rd. Section
I-80N-1(37)08	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-2(52)28	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-3(63)62	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-4(25)122	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-5(40)145	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-6(56)233	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-7(41)293	N.E. 122nd Ave.-Idaho St. Line Section
I-80N-8(26)373	N.E. 122nd Ave.-Idaho St. Line Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions as covered in the project specifications and right of way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

In compliance with FHWA Division's memorandum of November 15, 1972, the following tabulated "Negative Declaration" for each project has or will cover the requirements of Paragraph 4a of IM 20-4-72.

(a) T.V. Hwy. at S.E. Minter Br. Rd. Section: Negative Declaration concurred in by FHWA on August 3, 1972.
(b) N.E. 122nd Ave.-Idaho State Line Section: Negative Declaration is being submitted under separate action.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7860

DATE: November 28, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5014(2)
Tualatin Valley Highway at Minter Bridge Road
Agreement with Southern Pacific Transportation Co.

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

The proposed agreement with the Southern Pacific Transportation Co. for the subject project is considered satisfactory as submitted with Mr. Litchfield's November 21 letter.

11-29-72
Litchfield

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

T

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

November 21, 1972
Salem, OR 97310

To: G. L. Green, Division Engineer, FHWA
L. I. Lindas, Assistant Attorney General and Counsel
F. L. Hall, Design Engineer
V. E. Skoog, Controller
H. S. Cox, County & City Engineer
L. E. George, Traffic Engineer

SUBJECT: Signalization Agreement
Tualatin Valley Hwy. at Minter
Bridge Rd (Hillsboro) Sec.
Washington County
R/W File 47150
PUX 845 SXF 608

Herewith for your review and approval you will find one copy of the proposed agreement with the Southern Pacific Transportation Company.

Please advise me if this document is acceptable by November 30, 1972, so that it can be placed on the agenda of the Commission Meeting scheduled for December 12, 1972.

The duplicate originals are being sent to Mr. Lindas with this letter, and they should be returned to me with his approval noted thereon for presentation to the Commission.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Attachment

RECEIVED
COUNTY & CITY SECTION
NOV 21 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

[illegible]
[illegible]
[illegible]

IN REPLY PLEASE REFER TO
GMO 80495
0-0-72-5

November 6, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 21 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ ME ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to the installation of automatic gates and improvement of Minter Bridge Road, crossing FD-763.3, adjacent to the Tualatin Valley Highway near our station of Newton.

Attached are duplicate counterparts of proposed street or highway easement covering the proposed improvement to this crossing. Please review; and if satisfactory, have executed on behalf of the State of Oregon after which both counterparts should be returned to this office for our further attention.

Also, you should furnish a voucher in the amount of $250 to cover compensation for slope easements.

Yours truly,

A W Killoran

Attch.

cc: Mr. John Crockett
County Engineer
Washington County Courthouse
Hillsboro, Oregon 97123

RECEIVED
NOV 8 1972
UTILITY UNIT

RECEIVED
COUNTY & CITY SECTION
NOV 21 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

STREET OR HIGHWAY EASEMENT

Mile Post FD-763.3-N

This Indenture, made this day of , 19 , by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation of the State of Delaware, -herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, address: -herein called "Grantee";

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway slopes/ ~~street or highway~~, hereinafter termed "highway," upon and across the real property described on the attached Exhibit "A."

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad the right to construct, reconstruct, maintain, use and remove existing and future, railroad, transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across or along said property. In event tracks are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within ~~one (1) year~~ two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway, subject, however, to Oregon Legislative enactments.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave the same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

8. As part consideration herefor, Grantee agrees to pay Railroad an amount equal to all assessments levied by any lawful body against the property of Railroad to defray any part of the expense incurred in connection with the construction or reconstruction of said highway commenced within ~~one (1) year~~ two (2) years from the date first herein written.

9. Should Grantee at any time abandon the use of said property or any part thereof, or fail to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to, but not in qualification of, the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad, at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand., excluding therefrom any railroad signals, trackage, ballast, ties or related Railroad facilities thereon.

10. Should Railroad remove or abandon in place all of its facilities at said location and Railroad no longer desires to retain interest in said property, Grantee shall be required to purchase Railroad's interest in said property at the then fair market value.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

12. Sections 13 to 15, inclusive, on the Insert hereto attached are hereby made parts of this indenture.

*

**

*

This Indenture, made this day of , 19 , by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation of the State of Delaware, -herein called "Railroad," and

STATE OF OREGON, acting by and through its State Highway Commission, address: -herein called "Grantee";

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use ~~a street or highway~~ highway slopes, hereinafter termed "highway," upon and across the real property described on the attached Exhibit "A."

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad the right to construct, reconstruct, maintain, use and remove existing and future, railroad, transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across or along said property. In event tracks are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within ~~one (1) year~~ two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway, subject, however, to Oregon Legislative enactments.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave the same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

8. As part consideration herefor, Grantee agrees to pay Railroad an amount equal to all assessments levied by any lawful body against the property of Railroad to defray any part of the expense incurred in connection with the construction or reconstruction of said highway commenced within ~~one (1) year~~ two (2) years from the date first herein written.

9. Should Grantee at any time abandon the use of said property or any part thereof, or fail to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to, but not in qualification of, the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad, at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand, excluding therefrom any railroad signals, trackage, ballast, ties or related Railroad facilities thereon.

10. Should Railroad remove or abandon in place all of its facilities at said location and Railroad no longer desires to retain interest in said property, Grantee shall be required to purchase Railroad's interest in said property at the then fair market value.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

12. Sections 13 to 15, inclusive, on the Insert hereto attached are hereby made parts of this indenture.

*

**

*

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

By___________________________
(Title)

Attest:_________________________
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission

By___________________________
Chairman

____
Commissioner

INSERT

Southeast Minter Bridge Road
Crossing No. FD-763.3

Newton, Oregon

13. Railroad shall furnish all necessary labor, materials, tools and equipment and shall perform the following work:

(a) install two (2) flashing light grade crossing signals equipped with automatic gate arms, and gongs together with necessary actuating and operating circuits and adequate instrument housing, hereinafter collectively referred to as "signals", at said crossing. Installation of and all materials for said signals shall be in accordance with Railroad's usual standards and in compliance with the Oregon Public Utility Commissioner's Standards Nos. 2 and 4 of Order No. 44783. Said signals shall be located approximately as indicated on the attached print, and

(b) prepare its tracks, including necessary change of running rail and the furnishing and installation of timber planking along the rails of the tracks through said highway.

Grantee shall reimburse Railroad promptly upon receipt of bills therefor for ninety percent (90%) of the cost and expense incurred by Railroad in connection with the furnishing of materials and performing the work specified in item (a) of this section 13. Grantee agrees to reimburse Railroad for one hundred percent (100%) of the cost and expense incurred by Railroad in furnishing materials and performing the work specified in item (b) of this section 13. In accordance with the provisions of the United States Bureau of Public Roads Policy and Procedure Memorandum No. 21-10, section 5.b(3), Railroad shall bear the remaining ten percent (10%) of the cost and expense of furnishing materials and performing the work specified in said item (a) of this section 13.

14. All work contemplated hereunder shall be performed in a good and workmanlike manner to the satisfaction of the parties hereto and each portion shall be properly commenced by the parties hereto obligated to do same and thereafter diligently prosecuted to conclusion in its logical order and sequence.

The books, papers, records and accounts of the parties hereto so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open for inspection and audit by the agents and authorized representatives of the parties hereto and/or the Bureau of Public Roads.

15. After installation of said signals has been completed, Railroad shall maintain same so long as they remain in place.

*

*

*

*

EXHIBIT "A"

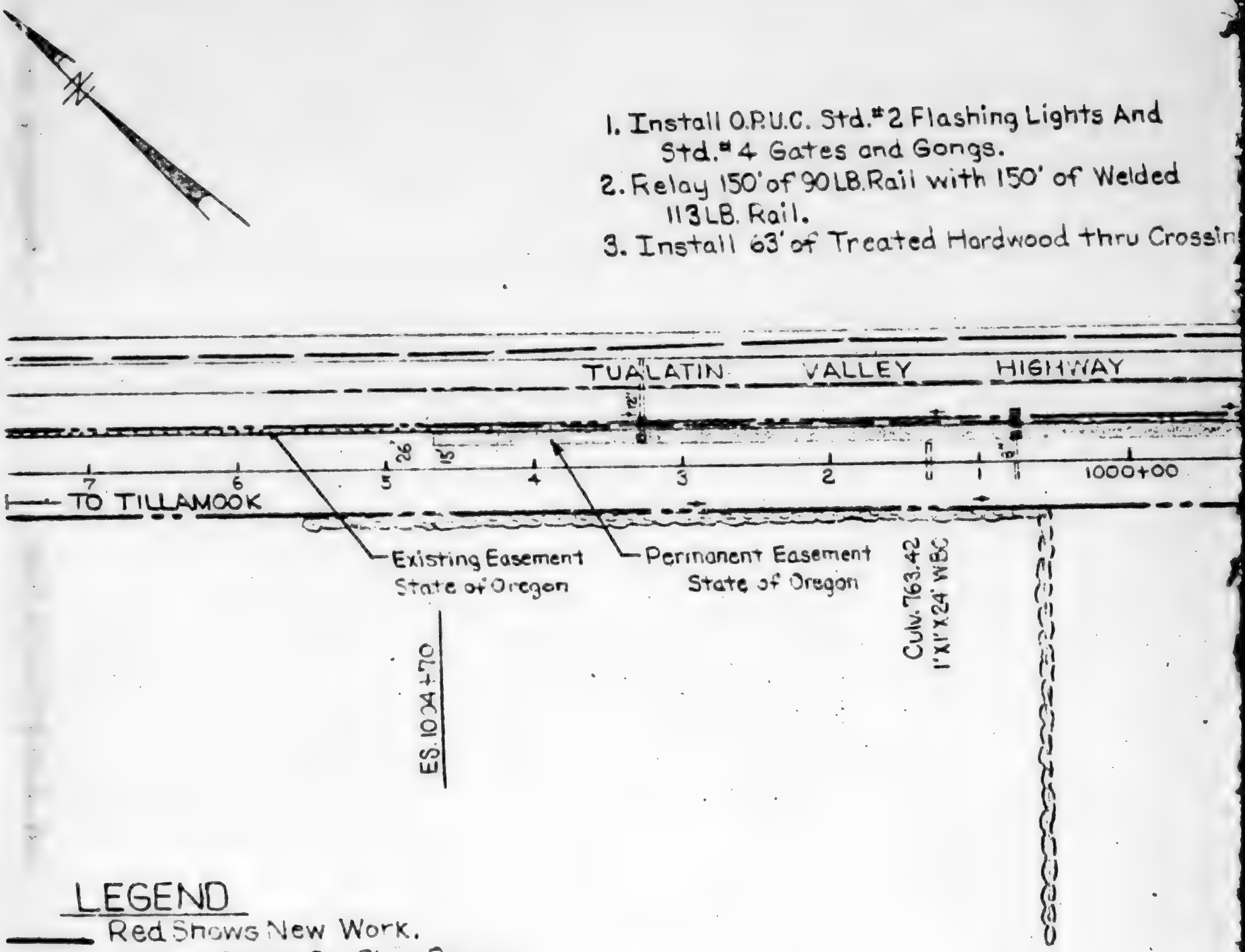
Southeast Minter Bridge Road

Crossing No. FD-763.3

A parcel of land lying in Section 5, Township 1 South, Range 2 West, W.M., Washington County, Oregon; the said parcel being described as follows:

> Beginning at a point opposite and 26 feet Northeasterly of Engineer's Station "RR" 993+00 on the center line of the main track of the Southern Pacific Transportation Company; thence Northwesterly parallel with said center line to a point opposite Engineer's Station "RR" 1004+70; thence Southwesterly at right angles to said center line 11 feet; thence Southeasterly parallel with and 15 feet Northeasterly of said center line to a point opposite Engineer's Station "RR" 997+70; thence Southerly in a straight line to the Southerly right of way line of said Southern Pacific Transportation Company at a point opposite and 30 feet Southerly of Engineer's Station "RR" 997+50 on said center line; thence Southeasterly along said Southerly right of way line to a point opposite Engineer's Station "RR" 996+90 on said center line; thence Northeasterly in a straight line to a point opposite and 15 feet Northeasterly of Engineer's Station "RR" 996+70 on said center line; thence Southeasterly parallel with said center line to a point opposite Engineer's Station "RR" 993+00; thence Northeasterly at right angles to said center line to a point of beginning.
>
> The parcel of land to which this description applies contains 16,470 square feet.

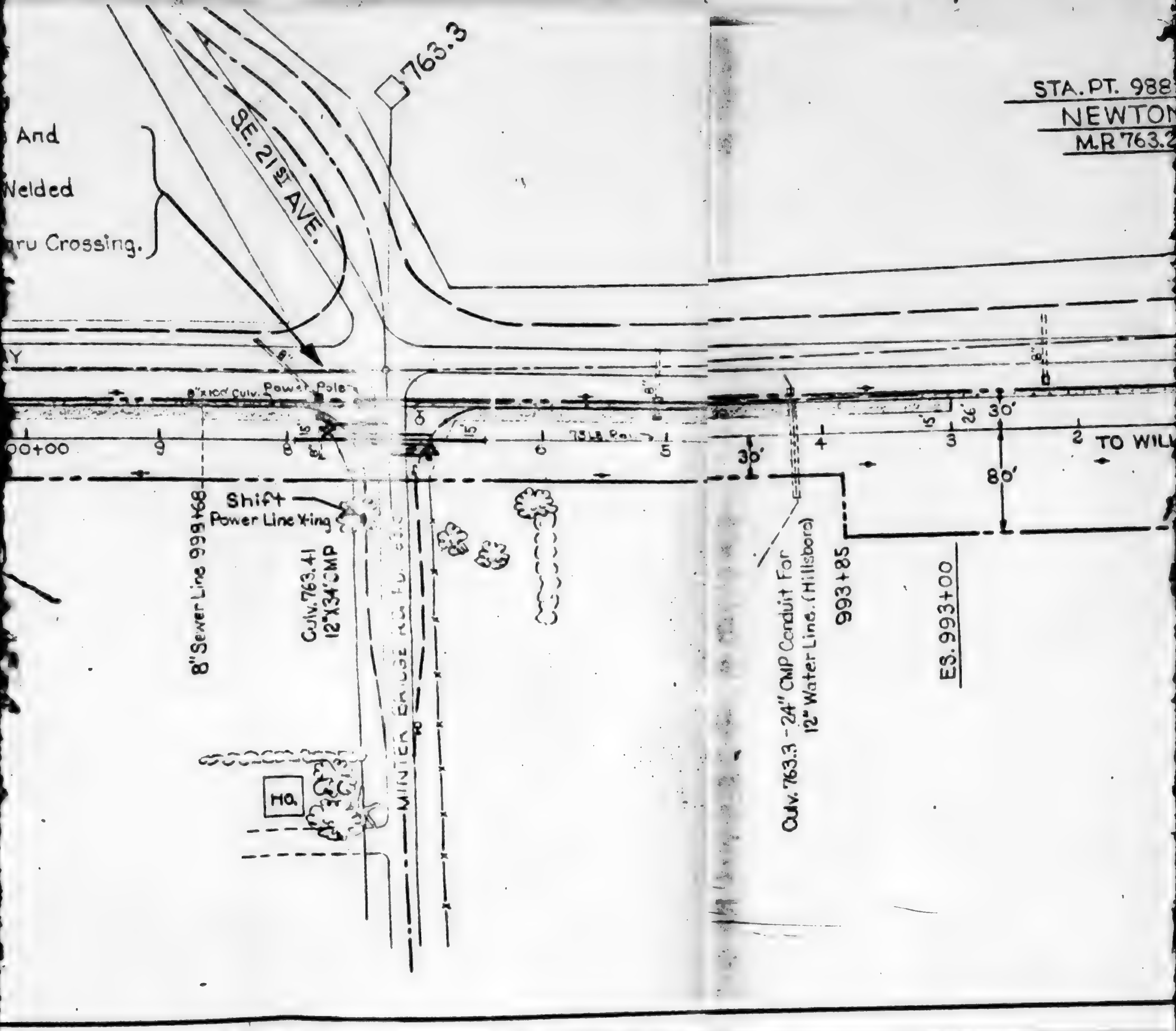
The above-described real property is shown on the print of Railroad's Oregon Division Drawing B-940 revised September 13, 1972, attached and made a part hereof.

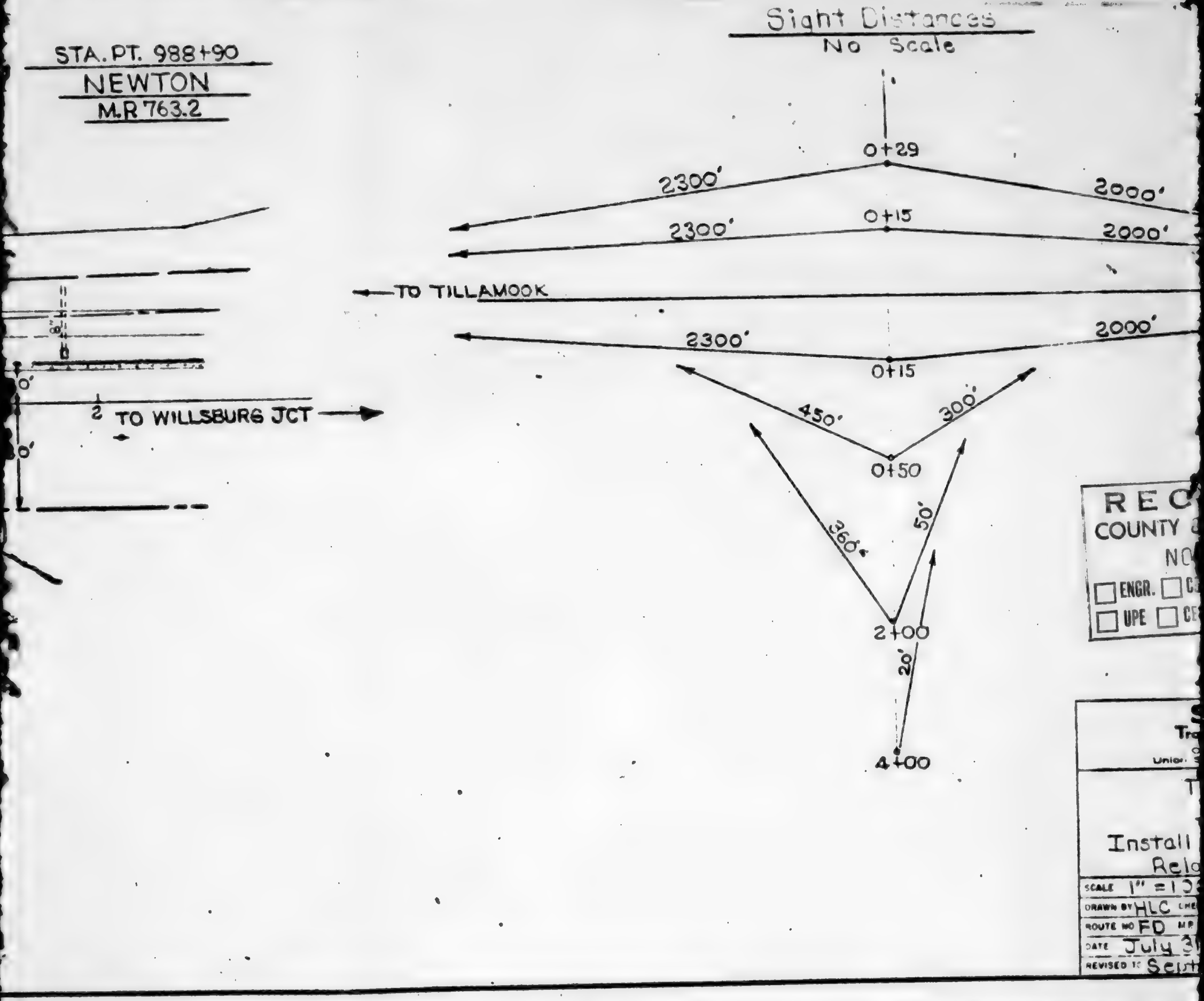

N
TUALATIN VALLEY HIGHWAY
TO TILLAMOOK
7
6
5
4
3
2
1
1000+00
26'
15'
12'
8'
Existing Easement State of Oregon
Permanent Easement State of Oregon
ES. 1004+70
Culv. 763.42 1'X1'X24' W.B.C.

1. Install O.P.U.C. Std.# 2 Flashing Lights And Std.# 4 Gates and Gongs.
2. Relay 150' of 90 LB. Rail with 150' of Welded 113 LB. Rail.
3. Install 63' of Treated Hardwood thru Crossin

LEGEND

— Red Shows New Work.
— Yellow Shows Shift or Remove.
▨ Shows Existing Easement.
▨ Shows Proposed Permanent Easement. (16,470 Sq.Ft.)
— — — Shows S.P.T. Co. Property Line.


STA. PT. 988
NEWTON
M.P. 763.2
763.3
And
Welded
ru Crossing.
SE. 21st AVE.
Y
8"x100' Culv.
Power Pole
8"
15
00+00
9
8
6
5
4
3
2
15
75Lb. Rail
8"
6"
5'
26'
30'
30'
80'
TO WILL
Shift
Power Line X-ing
8" Sewer Line 999+68
Culv. 763.41
12"X34' CMP
MINTER BRIDGE RD
Ho.
Culv. 763.3 - 24" CMP Conduit For
12" Water Line. (Hillsboro)
993+85
ES. 993+00

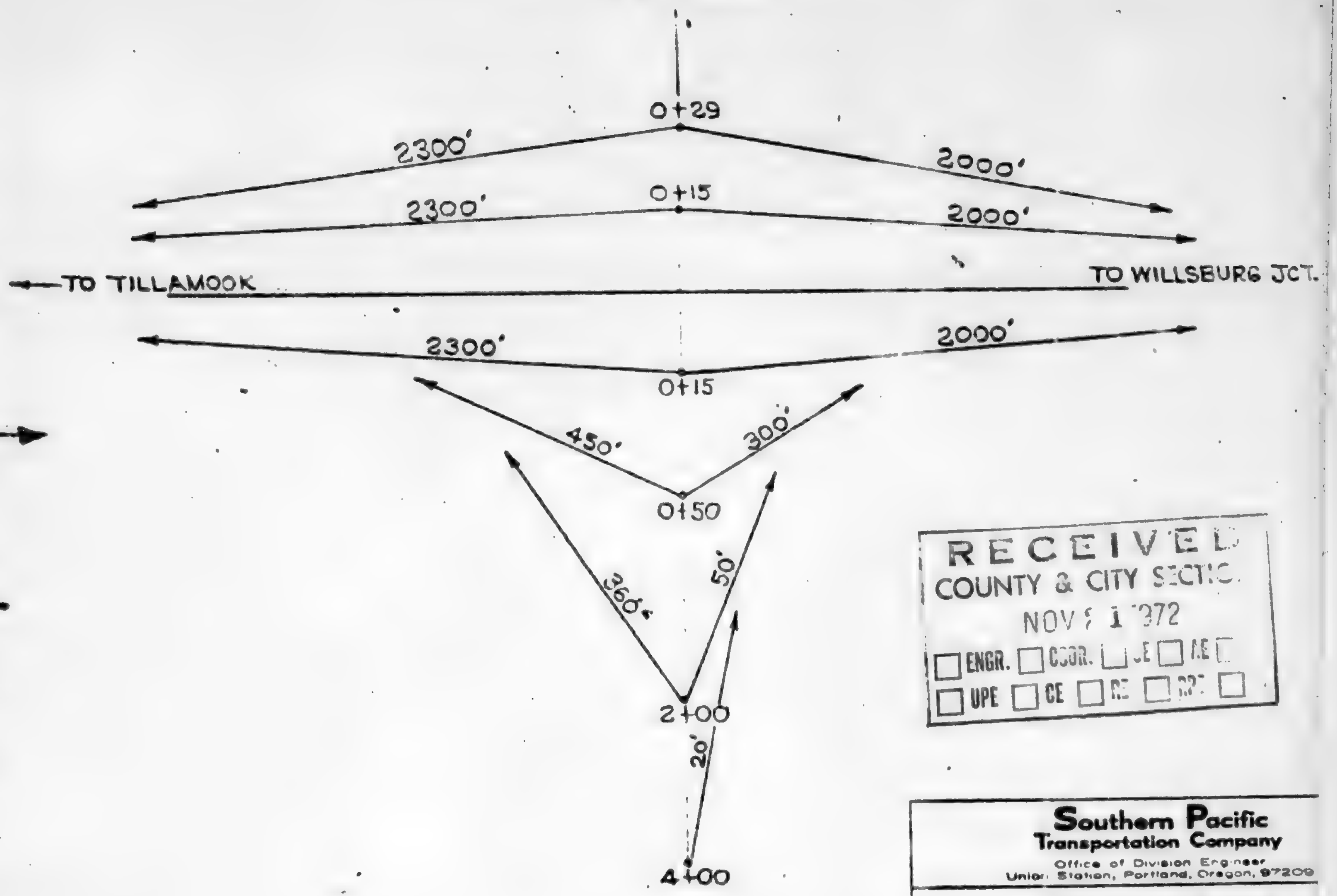


REC
COUNTY
NO
☐ ENGR. ☐ C
☐ UPE ☐ CE

S
Tra
Union
T
Install
Rela
SCALE 1" = 1
DRAWN BY HLC
ROUTE NO FD
DATE July 3
REVISED Sept

Sight Distances

No Scale



RECEIVED
COUNTY & CITY SECTION
NOV [illegible]1 1972
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPT ☐

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

Tillamook Branch
NEWTON
Install Automatic Gates &
Relay & Hardwood Cros

SCALE 1" = 100'	OREGON DIVISION
DRAWN BY HLC CHECKED BY	VAL SEC V-20 SHEE
ROUTE NO FD MP 763.3	DRAWING NO B-C
DATE July 31, 1972	SHEET NO
REVISED TO Sept. 13, 1972	FILE DRAWER

-.5014(27)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 17, 1972

SUBJECT: Right of Way Status
Topics
Bid Opening December 21, 1972

To: L. H. Young
Programing Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Sec.

All necessary rights of way have been acquired including legal and physical possession. None of the right of way involved improvements, consequently no displacement was necessary.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

Oregon State Highway Division

Federal Aid Project
No. T-5014(2)

T.V. HWY. AT SE MINTER BR. RD. (HILLSBORO) SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, November 17, 1972

PS & E Estimate.

Type Code 6201
Roadway (Sta. 385+50 to Sta. 374+00)

Temporary Protection and Direction of Traffic	All Required		$ 6,060.00
Clearing and Grubbing	All Required		2,600.00
Removal of Structures and Obstructions	All Required		4,000.00
General Excavation	2,150 cu.yd.	2.00	4,300.00
Trench Excavation	70 cu.yd.	4.00	280.00
Finishing Roadbed and Slopes	All Required		1,500.00
Obliteration of Roadway	700 sq.yd.	0.75	525.00
Watering	65 M-gal.	4.00	260.00
1"-0 Aggregate Base	3,040 ton	4.00	12,160.00
Class B Asphalt Concrete Mixture	830 ton	10.00	8,300.00
Asphalt Cement in Mixture	53 ton	35.00	1,855.00
12-inch Culvert Pipe	66 lin.ft.	5.00	330.00
8-inch Sewer Pipe	190 lin.ft.	4.00	760.00
12-inch Sewer Pipe	74 lin.ft.	5.00	370.00
Concrete Inlets, Type G-1	12 only	180.00	2,160.00
Concrete Driveways	195 sq.yd.	7.00	1,365.00
Concrete Curbs	55 cu.yd.	50.00	2,750.00
Extra for Asphalt Approaches	2 only	50.00	100.00
Adjusting Manholes	2 only	125.00	250.00
Capping Inlets	3 only	35.00	105.00
Traffic Signal Installation, Complete	All Required		26,500.00
			$ 76,530.00
Additional Items			
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Railroad Protective Cost	All Required		1,400.00
Permanent Pavement Striping	All Required		500.00
Stage Construction Striping	All Required		100.00
Temporary Erosion Control	All Required		100.00
			$ 3,600.00
	Subtotal		$ 80,130.00
	Engr. & Cont.		8,013.00
	Total		$ 88,143.00

Length of Roadway - - - - - - - - - - - 0.218 mile
Cost of Roadway per Mile - - - - - - $404,325.68

Retained in Program Status

Work by Southern Pacific Transportation Co.	All Required	$ 30,000.00
Utility Adjustments	All Required	2,000.00
Roadside Seeding and Mulching	All Required	320.00
	Subtotal	$ 32,320.00
	Engr. & Cont.	3,232.00
	Total	$ 35,552.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$ 88,143	$56,023	$14,810	$17,310
Retained in Program	35,552	22,596	6,478	6,478
Total	$123,695	$78,619	$21,288	$23,788

Group 1 - 100%

Contract No.

Prefix

T.V. Hwy. at SE Minter Br. Rd. (Hillsboro) Section

State Work - Nonparticipating

Setting Mailbox Posts	4 only	35.00	$140.00
Furnish Mailbox Posts	All Required		50.00
			$190.00

RR Protective Cost - SPTC
Estimate

Figure one Engineer-Inspector for one month.
Headquarters - Portland

Salary	$990.00/month	
+ 41% Additives	405.90	
Total	$1,395.00	RR Protective Cost
State will stand	$1,400.00	RR Protective Cost

T

RECEIVED
COUNTY & CITY SECTION
NOV 20 1972
☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ OPE ☑ CE ☒ RE ☑ RPE ☐

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

11-7-72

SUBJECT: Federal Aid Project No. T-5014(2)

Project Name T. V. Highway @ Minter Bridge Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon,

this 7th day of November, 1972.

City of Hillsboro

Mayor

Recorder

CC: J. R. OAKES
R. N. CHASE
T. W. LITCHFIELD
C. G. SWENSON
L. W. RULIEN

FILE No. 47335

T

AGREEMENT

This Agreement made and entered into this 7th day of November 197 by the City of Hillsboro, Oregon and A. C. Beglinger, Henry C. Beglinger and Margaret Sauer

RECEIVED

WITNESSETH:

WHEREAS, the City of Hillsboro desires to acquire and A. C. Beglinger, Henry C. Beglinger and Margaret Sauer agree to sell the following real property for the purposes of public street right of way:

A portion of that tract of land in Section 5, T1S, R2W, W. M., Washington County, Oregon also being a portion of Tracts 27 and 28, Amended Plat of Fairview Addition to the Town (now City) of Hillsboro, Oregon, conveyed to Margaret Wattles (now Margaret Sauer), Alois Cosmus Beglinger and Henry Christof Beglinger by deed as recorded on Page 455 of Volume 195, Deed Records of said Washington County and being more particularly described as follows:

> Beginning at the intersection of the east line of S. E. 21st Ave., a 60.0 foot wide street, with the northerly line of the Tualatin Valley Highway as acquired by deed recorded on Page 119 of Volume 446 of said Deed Records, said beginning point bears North 57.37 feet and East 30.69 feet from the center line intersection of said 21st Ave. with Tualatin Valley Highway and running thence N 0° 41'E on the east line of S. E. 21st Ave. 314.31 feet to a point; thence S19° 33' 49E 115.75 feet to a point; thence on a 290.0 foot radius curve right (the long chord of which bears S10° 30' 25"E 158.97 feet) 161.02 feet to a point; thence S 0° 47' 52"E 91.93 feet to a point on the said northerly line of the Tualatin Valley Highway; thence N19° 25'W 83.76 feet to the place of beginning, containing 0.392 acres, more or less.

AND, WHEREAS, there is certain urgency recognized on reaching an agreement to consummate the transfer of said property.

The Parties hereto agree that the herein named property owners will sell to and the City of Hillsboro will buy the above described property for the sum of $ 3500.00

Be it understood that this is a memoranda of intent and that payment shall be made upon the delivery of deed to the City of Hillsboro.

Alois C Beglinger
A. C. Beglinger

Henry C Beglinger
Henry C. Beglinger

Margaret Sauer
Margaret Sauer

CITY OF HILLSBORO

By
City Manager

This Agreement made and entered into this / day of [illegible] 197 by the City of Hillsboro, Oregon and A. C. Beglinger, Henry C. Beglinger and Margaret Sauer

RECEIVED
COUNTY & CITY [illegible]

WITNESSETH:

WHEREAS, the City of Hillsboro desires to acquire and A. C. Beglinger, Henry C. Beglinger and Margaret Sauer agree to sell the following real property for the purposes of public street right of way:

A portion of that tract of land in Section 5, T1S, R2W, W. M., Washington County, Oregon also being a portion of Tracts 27 and 28, Amended Plat of Fairview Addition to the Town (now City) of Hillsboro, Oregon, conveyed to Margaret Wattles (now Margaret Sauer), Alois Cosmus Beglinger and Henry Christof Beglinger by deed as recorded on Page 455 of Volume 195, Deed Records of said Washington County and being more particularly described as follows:

> Beginning at the intersection of the east line of S. E. 21st Ave., a 60.0
> foot wide street, with the northerly line of the Tualatin Valley Highway
> as acquired by deed recorded on Page 112 of Volume 446 of said Deed Records,
> said beginning point bears North 57.37 feet and East 30.69 feet from the
> center line intersection of said 21st Ave. with Tualatin Valley Highway and
> running thence N 0° 41'E on the east line of S. E. 21st Ave. 314.31 feet
> to a point; thence S19° 33' 49E 115.75 feet to a point; thence on a
> 290.0 foot radius curve right (the long chord of which bears S10° 30'
> 25"E 158.97 feet) 161.02 feet to a point; thence S 0° 47' 52"E 91.93
> feet to a point on the said northerly line of the Tualatin Valley Highway;
> thence N.89° 25'W 85.76 feet to the place of beginning, containing 0.392
> acres, more or less.

AND, WHEREAS, there is certain urgency recognized on reaching an agreement to consummate the transfer of said property.

The Parties hereto agree that the herein named property owners will sell to and the City of Hillsboro will buy the above described property for the sum of $ 3500 ^{00}

Be it understood that this is a memoranda of intent and that payment shall be made upon the delivery of deed to the City of Hillsboro.

Alois C Beglinger
A. C. Beglinger

Henry C Beglinger
Henry C. Beglinger

Margaret Sauer
Margaret Sauer

CITY OF HILLSBORO

By
City Manager

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7260

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 27, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Consideration for Easement
Tualatin Valley Highway @ Minter
Bridge Road (Hillsboro) Section
Washington County
R/W File: 47150
Your File: 911621/321-4

Gentlemen:

You have advised in previous discussions regarding this project, that you were expecting compensation for the easements requested for the construction of this project.

Our appraisals have been completed and we are now prepared to pay the Southern Pacific Transportation Company the amount of $250.00 for the easements described and transmitted to you with my letter dated September 14, 1972.

If this is acceptable, please proceed with the preparation of the appropriate documents for the construction of this project. Bids for this project have been postponed until December 21, 1972 so that our agreement with you may be consummated prior to the commencement of construction.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco

G. L. Green - FHWA
F. B. Klaboe
C. T. Keasey
F. L. Hall
L. E. George
H. S. Cox
Kenneth Rolfe
J. W. McNamee
R. H. Rumbolz

RECEIVED
STATE HWY ENGR
SEP 27 '72
REFER TO
FOR

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

September 18, 1972

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. G. R. Weaver
Engineering Supervisor

Re: Natural Gas Facility Conflicts
T.V. Highway @ S.E. Minter Bridge
Road (Hillsboro) Section
Tualatin Valley Highway
Washington County
Project No. T-5014(2)

Gentlemen:

Reference is made to our letter of September 14, 1972, which set forth certain facilities owned by your company which conflicted with the construction requirements of the proposed subject project.

The location of the fourth conflict listed has been found to be in error and, therefore, corrected as follows:

Gas valve cover 18' South "T.V. Highway" Station 378+49

All other provisions of our referenced September 14, 1972 letter remain in full force and effect.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209
Attn: Mr. Don Thomas
Field Inspector

G. L. Green
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
Howard Harris
R. H. Rumbolz

RECEIVED
SEP 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1972
UTILITY UNIT
FOR FILING

7860

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
F. B. KLABOE

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

September 14, 1972

Re: Description of Easements
Tualatin Valley Highway @ S.E.
Minter Bridge Road (Hillsboro)
Section
Washington County
Crossing No. FD-763.3
R/W File: 47150
Your File: 911621/321-4

Gentlemen:

Herewith you will find two copies of the description of easement for slopes and road crossing for the above captioned project, dated August 17, 1972.

The area described is shown on our Drawing No. 9B-9-22 which was submitted to you with my letter dated August 18, 1972.

This replaces the description submitted with my letter dated July 28, 1972. Please proceed with the preparation of the construction agreement and easement indenture.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/enclosures
G. L. Green
F. B. Klaboe
C. T. Keasey
F. L. Hall
L. E. George
H. S. Cox
Kenneth Rolfe
J. W. McNamee
R. H. Rumbolz

RECEIVED
STATE HWY ENGR
SEP 1 4 '72
REFER TO

FOR

Info	Inves	R/B	Dir	Sign	Act	File

August 31, 1972
(date)

RECEIVED
SEP 5 1972
CITY OF HILLSBORO

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Tualatin Valley Highway

Section S.E. Minter Bridge Road (Hillsboro) Section, Grade, pave, signals, & R.R. Gates

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
SEP 7 - 1972
☐ ENGR. ☑ COOR. ☑ JE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

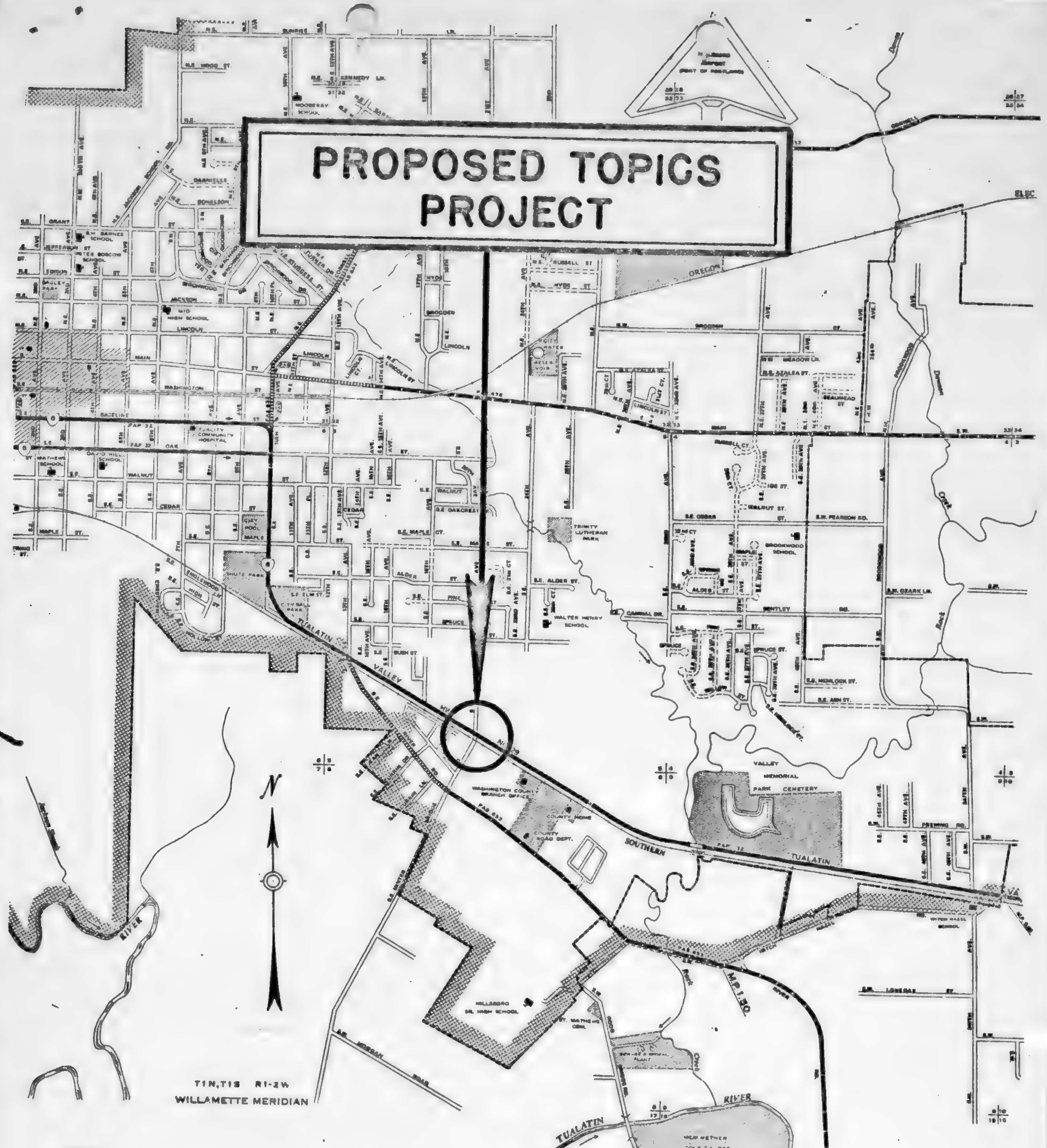
Sept. 5, 1972
(date)

By

By Louis K Johnson
Commissioner

By Robert V. Lance, O.D.
Commissioner

cc: L. H. Young
Attn: Duane Ridings


PROPOSED TOPICS PROJECT
TUALATIN VALLEY HWY
SOUTHERN
TUALATIN
OREGON
RIVER
TUALATIN RIVER
N
T1N,T1S R1-2W
WILLAMETTE MERIDIAN
SHUTE PARK
TUALITY COMMUNITY HOSPITAL
MID HIGH SCHOOL
DAVID HILL SCHOOL
ST. MATHEWS SCHOOL
TRINITY LUTHERAN PARK
WALTER HENRY SCHOOL
BROOKWOOD SCHOOL
WASHINGTON COUNTY BRANCH OFFICE
COUNTY HOME
COUNTY ROAD DEPT.
VALLEY MEMORIAL PARK CEMETERY
HILLSBORO SR. HIGH SCHOOL
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
HILLSBORO

T

MEMO TO THE FILES

August 25, 1972

Re: TOPICS Project T-5014(2)
T.V. Hwy. @ Minter Bridge Road
City of Hillsboro

Please move this project on the schedule from September 28, 1972 to October 26, 1972.

The right-of-way needed for this project has not been acquired. The city has advised this office that if negotiations do not produce results within two weeks, condemnation proceedings will be filed so that the project will not be delayed any longer.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
L. E. George
C. T. Keasey
D. H. Moehring
L. H. Young
B. L. Gifford
T. W. Litchfield
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
AUG 25 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

T

CITY OF HILLSBORO

205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

CITY MANAGER - - - 648-4811
CITY ENGINEER - - - 648-3513
POLICE DIVISION - - - 648-6666
FIRE DIVISION - - - - 648-3414 (Business)
648-3131 (Emergency)
WATER DIVISION - - - 648-3422

August 25, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 9 7310

Attn: Richard Bladorn

Re: Topics Project T-5014 (2)
T. V. Hwy and Minter Bridge Road

Dear Mr. Bladorn:

I regret to inform you this morning that I have been unable as of this date to complete the acquisition of the property necessary for the above mentioned project and envision some possible two weeks delay.

If possible, I would like to suggest that you tentatively schedule the bid opening on the project for the October meeting and I shall keep you currently advised on negotiations as they proceed.

Very truly yours,

CITY OF HILLSBORO

By:

Mills

E. S. Mills, City Manager

ESM/bls
cc: Harold Ruecker, Mayor

RECEIVED
COUNTY & CITY SECTION
AUG 2 8 1972
☐ ENGR. ☑ COOR. ☐ E ☑ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Project EST -	128,000
EST. PE	9,000
TOTAL	137,000
Est. R.R. Share	3,000
TOTAL	$134,000
AVAILABLE TOPICS Funds	109,000
overrun	$2\overline{)25,000}$
city share	12,500

Adv. Dep.

20% of 109,000 -	21,800
+ overrun	12,500
	$34,300

[illegible] Hwy at Minter Br. Rd. (Hillsboro) Section

8/18/72
CEL

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
					$
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		6,060
2	Clearing and Grubbing	Lump Sum	All Spec	Include 200 Move in	2600.00
3	Removal of Structures and Obstructions	Lump Sum	All Spec		4000.00
4	General Excavation	Cu. Yd.	2,150	2.00	4300.00
5	Trench Excavation	Cu. Yd	70	4.00	280.00
6	Finishing Roadbed and Slopes	Lump Sum	All Spec		1500.00
7	Obliteration of Roadway	Sq. Yd.	700	.75	525.00
8	Watering	M-Gal.	65	4.00	260.00
9	1"-0 Aggregate Base	Ton	3,040	4.00	12160.00
10	Class "B" Asphalt Concrete Mixture	Ton	830	10.00	8300.00
11	Asphalt Cement in Mixture	Ton	53	35.00	1855.00
12	12-inch Culvert Pipe	Lin. Ft.	66	5.00	330.00
13	8-inch Sewer Pipe	Lin. Ft.	190	4.00	760.00
14	12-inch Sewer Pipe	Lin. Ft.	74	5.00	370.00
15	Concrete Inlets, Type G-1	Each	12	180.00	2160.00
16	Concrete Driveways	Sq. Yd.	195	7.00	1365.00
17	Concrete Curbs	Cu. Yd.	55	50.00	2750.00
18	Extra For Asphalt Approaches	Each	2	50.00	100.00
19	Adjusting Manholes	Each	2	125.00	250.00
20	Capping Inlets	Each	3	35.00	105.00
21	Setting Mailbox Posts	Each	4	35.00	140.00
22	Traffic Signal Installation, Complete	Lump Sum	All Spec		26,500.00
					76,670.00
			Add Items	$	35,970.00
					$ 112,640.00
			13½% Engr. & Conting.		15,206.40
					$ 127,846.40

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Flagging -	1,500
R.R. Protective Costs -	1,400
Other R.R. Costs -	30,000
Perm. Pvt. Striping -	500
Stage Const. Striping -	100
Temp. Eros. Control -	100
Furnish Mailbox Posts -	50
Adj. Utilities	2000
Roadside Seeding & Mulching	320

11-1-72

Phoned E.S. Mills AND ASKED Him if City was prepared for a possible $35,000 Advance deposit for City's share of cost. He told me yes AND TO proceed with the project. (Phoned GALLOWAY with this info.)

B.

5

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
AUG 10 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 10, 1972

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon 97123

RE: TOPICS Project T-5014(2)
T.V. Highway @ Minter Bridge Road

Dear Mr. Barney:

On August 7, 1972, the FHWA granted location/design approval for the subject project.

You are now authorized to purchase the property needed for the realignment of S.E. 21st Avenue.

Enclosed for your use are copies of a map and a legal description of the property to be acquired.

In order to meet our proposed bid opening date of September 28, 1972, the property must be acquired by August 24, 1972, (five weeks prior to bid opening). If you cannot meet this deadline please inform us so that we may reschedule the project.

Please return one signed copy of the enclosed right-of-way and utilities certificate when you have completed the purchase.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladorn

for H. S. Cox
County and City Engineer

RB:lat
Encl.
bc: R. L. Schroeder
F. L. Hall
D. H. Moehring (File No. 47335)
L. H. Young
L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED

7860

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE: AUGUST 7, 1972

In reply refer to: 10-35-EC

C R Burghardt

FROM : G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT T-5014(2)
TUALATIN VALLEY HIGHWAY AT MINTER BRIDGE RD.
LOCATION/DESIGN APPROVAL.

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED FOR THE CONSTRUCTION OF THE SUBJECT TOPICS PROJECT AS REQUESTED IN MR. HUNTER'S JULY 28, 1972 LETTER.

8-9-72
Ed

8-9-72
Copies to
Young
Hall
Coy

NOTED
E. S. HUNTER

RECEIVED
AUG 9 1972
OFFICE OF
SISTANT STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.: T-5014(2)

STATE PROJECT NO.: TUALATIN VALLEY HWY - AT SE MINTER BR. RD. SECT.

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-50

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 7, 1972

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 32

STATE ROUTE NUMBER: STATE PRIMARY ROUTE 29

GENERAL LOCATION:

CITY OF HILLSBORO

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS AS REQUESTED IN MR. HUNTER'S JULY 28, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

8-9-72

Ed

RECEIVED
AUG 8 1972
[illegible] OF
[illegible] WAY ENGINEER

NOTED - E. S. HUNTER

DATE: 8-7-72

SIGNATURE OF APPROVING OFFICIAL: C R Burchardt

TITLE: ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7860

MEMO TO FILES
August 1, 1972

RE: Footpaths and Bicycle Trails
TOPICS Project T-5014(2)
Tualatin Valley Highway @ Minter Bridge Road
City of Hillsboro

This project consists of intersection channelization, traffic signal installation, street relocation and railroad crossing protection at a remote intersection on the Tualatin Valley Highway.

Paths and trails will not be established under this project as per Section 2 (2)(a) of ORS Chapter 366 which states "Footpaths and trails are not required...where the establishment of such paths and trails would be contrary to public safety."

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

cc: ✓R. L. Schroeder
F. L. Hall
W. J. Hart
L. H. Young
V. D. Wolfe
W. H. Tebeau
C. G. Swenson
F. E. Terpin

NOTED
R. L. SCHROEDER

RECEIVED
AUG 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

RECEIVED

FOR FILE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 28, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

7860

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Location/Design Approval
Tualatin Valley Hwy. at Minter Bridge
Rd. and SE 21st Ave. (Hillsboro)
Project No. T-5014(2)

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report for the subject TOPICS project.

a. The location is the existing intersection of the Tualatin Valley Highway with Minter Bridge Road and SE 21st Avenue in the city of Hillsboro, Washington County.

b. The design consists of the following:

1. T. V. Hwy. - Widen to 60 feet curb-to-curb (12.5-foot outside lanes, 11-foot inside lanes, 10-foot left turn refuge, and 3-foot median.)
2. Minter Bridge Road - Widen to 40 feet, provide railroad crossing protection (drop-arm gates and flashing lights).
3. SE 21st Ave. - Widen to 40 feet and realign to conform to Minter Bridge Road.
4. Semitraffic-actuated and pedestrian-actuated traffic control signals.

More complete location/design details are contained in the enclosed study report which consists of the following documents.

1 copy Study Report (County and City Section memo of July 3, 1972)

1 copy City of Hillsboro "TOPICS Project Request" dated May 14, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project. The city of Hillsboro also concurs with the location/design.

The city of Hillsboro offered the public an opportunity to request a public hearing on May 25, 1972 and May 29, 1972 with a June 20, 1972 deadline for filing such a request. The city of Hillsboro notified the Highway Division by letter of June 27, 1972 that no requests were received.

The project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

District Clearinghouse 2, CRAG, indicated by letter dated July 25, 1972 that the project did not require A-95 review process and the Highway Division could proceed with same. A copy of said letter is enclosed.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

A Negative Environmental Declaration was submitted as a separate action on July 10, 1972.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plan preparation, etc., as programed under the subject project T-5014(2).

Enc.

cc F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:dg

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

July 25, 1972

RECEIVED
JUL 27 1972
PROGRAMING SECTION

Mr. Tom Edwards
State Highway Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Attention: H.S. Cox

Dear Mr. Edwards:

The proposed TOPICS improvement on the Tualatin Valley Highway at the intersection of S.E. Minter Bridge Road and S.E. 21st Avenue in the City of Hillsboro requires a realignment of 21st Avenue and the acquisition of a small amount of right-of-way.

The slight change planned for this improvement does not in our opinion require the submission of this project to CRAG for the normal A-95 review process, therefore we authorize you to proceed on this project as you would on any normal TOPICS project.

Sincerely,

R.C. Blensly
Transportation Director

RCB:gh

cc: Mr. Eldon Mills
City Manager
Hillsboro, Oregon

BEN GIFFORD

NOTED
R. D. ASBURY

Ben

A-95 NOT SUBMITTED.

7-27-72

CC'S
COX
CHASE
7-28-72

Young

RECEIVED
JUL 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILE

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Tualatin Valley Hwy. at Minter
Br. Rd. & S.E. 21st Ave.
T-5014(2) Tualatin Valley Hwy.
Washington County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location/design hearing was afforded the public relative to the proposed highway project on the Tualatin Valley Highway at Minter Bridge Road and S.E. 21st Avenue on the Tualatin Valley Highway in the city of Hillsboro, Washington County, and that no requests for a hearing were received.

I further certify that the Highway Division, in cooperation with the city of Hillsboro, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

RMC:dg

cc: Tom Edwards
E. S. Hunter
L. H. Young
Victor D. Wolfe
H. S. Cox
R. N. Chase
B. L. Gifford

5

OREGON STATE
HIGHWAY DIVISION

7860

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 11, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

TOPICS Project T-5014(2)
Tualatin Valley Hwy. at Minter Br. Rd.
City of Hillsboro
Washington County

This negative declaration is to accompany our request for approval of the subject Federal-aid TOPICS Project.

LOCATION AND DESCRIPTION OF PROJECT

Location and Description of Project:

Location. Tualatin Valley Highway at its intersection with S.E. Minter Bridge Road and S.E. 21st Avenue in the City of Hillsboro, Oregon.

Description. Installation of traffic control signals on Tualatin Valley Highway and S.E. Minter Bridge Road; widening on the Tualatin Valley Highway to provide intersection channelization; the installation of intersection illumination; the installation of railroad protection including crossbucks, flashing lights, installation of railroad protection including droparm gates, flashing lights, preemption interconnected with the new traffic signal and realignment of S.E. 21st Avenue approach to Tualatin Valley Highway.

PURPOSE OF PROJECT

Purpose of Project: The purpose of the project is to provide traffic and pedestrian controls at a high-accident ratio location complicated by the angle approach of S.E. 21st Avenue to the north and the 90° approach of S.E. Minter Bridge Road from the south, said Minter Bridge Road crossing the

RECEIVED
AUG 10 1972
PLANNING SECTION

Southern Pacific Railroad track in very close proximity to the southerly curb line of Tualatin Valley Highway; to further provide for intersection illumination; to further provide for safety of vehicular traffic by providing droparm gate controls for Southern Pacific Railroad crossing; by providing left-hand lanes for traffic desiring to exit on S.E. 21st Avenue or S.E. Minter Bridge Road, respectively, and providing for realignment of S.E. 21st Avenue in its approach to the Tualatin Valley Highway to provide for 90° approach to the intersection.

The proposed project is necessary because of the increased traffic load on both the highway and the cross streets affected, the continuing increase of traffic load caused by expansion of development in the general area of the intersection. Furthermore, the existing intersection has a high accident record and motorist safety and mobility will be improved on this project.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Discussion of Environmental Impacts: S.E. 21st Avenue, continuing southerly to connect to S.E. Minter Bridge Road, is a major traffic route for local traffic and serves a major portion of the traffic pattern to the Hillsboro Union High School which is located southerly of Southern Pacific Railroad, thereby necessitating the flow of a great amount of school traffic through the intersection. It further serves as a principal access into and from the City accommodating a large agri-business area generally south and southeast of the corporate limits of the City and will eventually serve as the principal access for a planned commercial development.

The area bordering the proposed project consists of agricultural lands to the south of the railroad track, agricultural lands to the northeast along all that portion of S.E. 21st Avenue affected, and one tavern and three single family residential structures on the west side of S.E. 21st Avenue. The realignment of S.E. 21st Avenue would move the traffic further from the developed properties.

There are no natural trees or shrubs or any landscaped areas that will be affected by the construction. Additional land considered desirable and necessary for the relocation of S.E. 21st Avenue is agricultural land and will ultimately accommodate improved access for the future commercial development of the adjacent properties.

The completed project will be beneficial to the City and to the general motoring public by elimination of congested and hazardous condition created by the existence of this nonsignalized intersection.

The opportunity for a public hearing has been advertised and the one property owner involved in the acquisition of additional right-of-way has been consulted during the planning of the project. No improvements or structures are within the proposed right-of-way.

A minimal amount of inconvenience to the road users will occur during construction as the existing streets can remain in full use during construction.

Access will be improved, natural resources will not be affected, and no additional noise levels will be introduced by the project. No people or property improvements will be displaced. Furthermore, there are no recreational lands in the area affected, and there will be no additional air or water pollution occurring as a result of the project.

BASIS FOR NEGATIVE DECLARATION

Basis for Negative Declaration: The proposed project is an important element in the upgrading of the City of Hillsboro's street system to accommodate the current and projected traffic loads. It will improve safety to the general traveling public, improve the economic opportunity for the adjacent land owners, and the detrimental impact, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse these statements furnished by the City of Hillsboro, and respectfully requests your concurrence.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway
Division

Concur G L Green
Acting Division Engineer

Date 8-3-72

GAP:bb

Enc.

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
L. H. Young
F. L. Hall
V. D. Wolfe
L. W. Rulien

S P

7860

July 10, 1972

ARGUS

Hillsboro, Oregon 97123

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Hillsboro, Washington County, Oregon, relative to proposed plans for traffic signals and related work on the S.E. 21st Avenue and S.E. Minter Bridge Road intersection of the Tualatin Valley Highway.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, July 13, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer in Milwaukie, 654-7741, ext. 262.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:lat
Att: Notice
cc: City of Hillsboro, Attn: Public Works Dept.
Federal Highway Administration
Programing
Planning
Accounting (5107-608-04)
County and City
Public Affairs
L. W. Rulien, Regional Engineer
George M. Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
R. N. Chase

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Hillsboro and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for grading, paving, and traffic control signal installations, intertied with the railroad at the S.E. 21st Avenue and S.E. Minter Bridge Road intersection of the Tualatin Valley Highway, within the City of Hillsboro, Washington County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:lat
7/10/72

ARGUS, Hillsboro

Salem, Oregon
July 3, 1972

TOPICS Project T-8014(2)
Tualatin Valley Hwy. @
Minter Br. Road
City of Hillsboro

Mr. L. H. Young
Programing Engineer

BUILDING

Attention: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: Tualatin Valley Highway at Minter Bridge Road and S.E. 21st Avenue.

DESIGN: T. V. Hwy. - Widen to 60 feet curb-to-curb.(12.5-foot outside lanes, 11-foot inside lanes, 10-foot left turn refuge, and 3-foot median.)

Minter Bridge Road - Widen to 40 feet, provide railroad crossing protection (droparm gates and flashing lights).

S.E. 21st Ave. - Widen to 40 feet and realign to conform to Minter Bridge Road.

Install traffic signals interconnected with railroad preemption.

The opportunity for a public hearing was offered. No requests for a hearing were received.

A negative declaration of environmental impact is pending.

Enclosed are:

1. A letter from the City of Hillsboro notifying the State that no requests for a hearing were received.
2. Two affidavits of publication.
3. Negative declaration.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
Att.

CITY OF HILLSBORO
205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUECK
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

27 June, 1972

Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Attention: Richard Bladorn

Gentlemen:

Enclosed herewith please find eleven copies of the City of Hillsboro Negative Declaration on TOPICS Project T-5014 (2) Tualatin Valley Highway at Minter Bridge Road.

Also, please find enclosed herewith two affidavits of Publication pertaining to the statement on the environmental impact of the project, all as required.

We are in a position to advise that no interested parties have requested a public hearing. However, in the interest of maximum publicity on the matter the Council did go through the formality of a public hearing and no persons were present to speak against the proposal. The only parties contacting the City of Hillsboro relative to the proposal were the Beglinger Brothers who own the large agricultural tract at the northeast area from the intersection, and they indicated the belief that the project would improve the area significantly.

If there be further information which we might need to submit, please advise at your convenience.

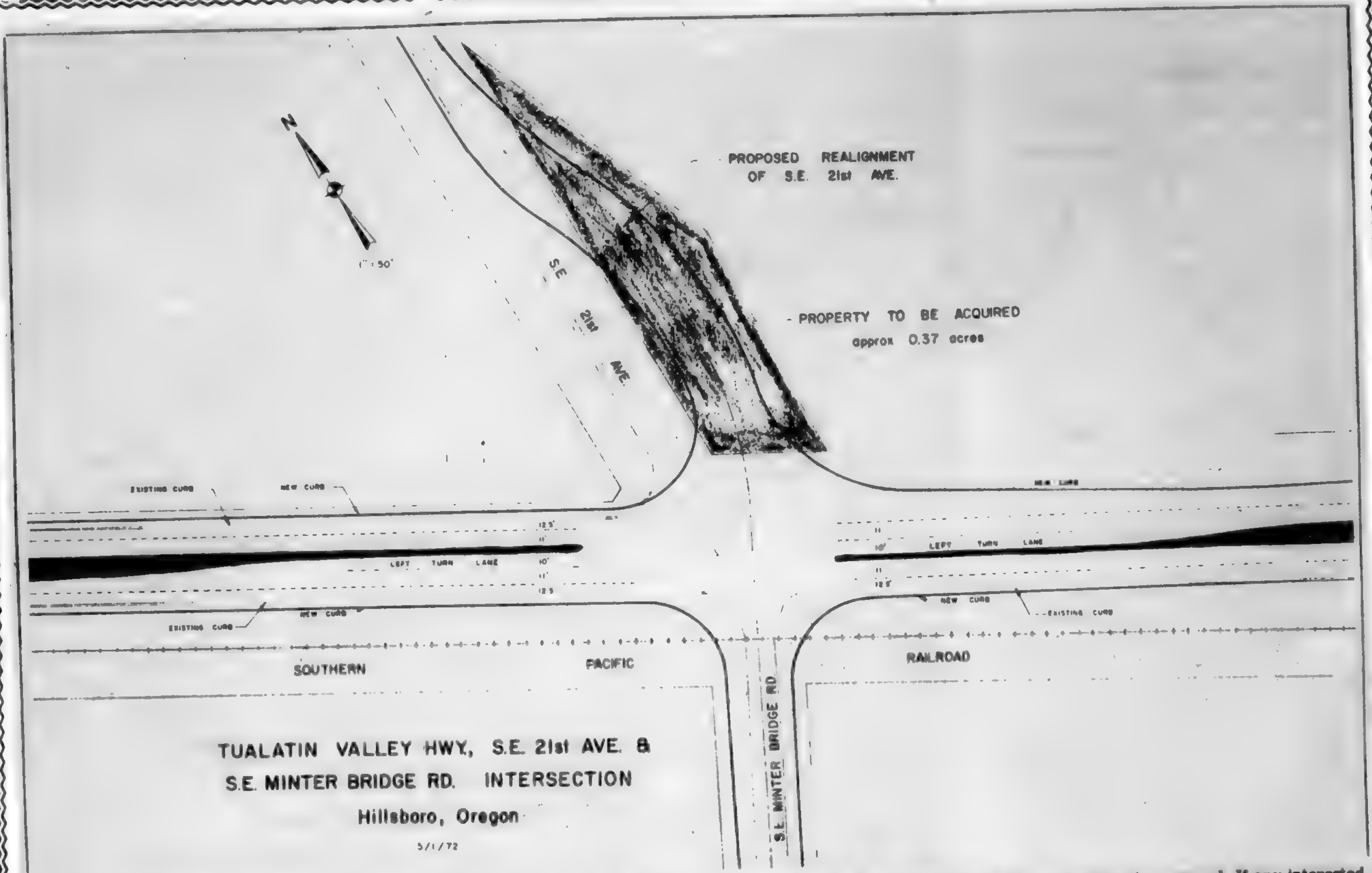
Very truly yours,

CITY OF HILLSBORO

By
J.W. BARNEY
City Manager

Enc.13
JWB:LV

RECEIVED
COUNTY & CITY SECTION
JUN 2[illegible] 1972
☑ ENGR. ☑ COOR. ☐ OE A AE J UE
☐ UPE ☑ CE R RE ☐ RPE ☐



TUALATIN VALLEY HWY, S.E. 21st AVE. &
S.E. MINTER BRIDGE RD. INTERSECTION
Hillsboro, Oregon
5/1/72

PUBLIC NOTICE

Notice is hereby given that the City of Hillsboro proposes to improve the intersection of S.E. 21st Avenue, Minter Bridge Road and Tualatin Valley Highway lying within the corporate limits of the City of Hillsboro, Washington County, Oregon.

The proposal consists of the installation of a traffic actuated and pedestrian actuated traffic control signal on the Tualatin Valley Highway at S.E. Minter Bridge Road; widening on the Tualatin Valley Highway to provide intersection channelization; the installation of intersection illumination; the installation of railroad protection including droparm gates, flashing lights, pre-emption interconnected with the new traffic signal and re-alignment of S.E. 21st Avenue approach to Tualatin Valley Highway.

A statement on the environmental impact of this project is available at the Hillsboro City Hall, Office of the City Recorder, 205 S. 2nd Avenue; Hillsboro, Oregon.

This notice is given in compliance with Federal Regulations and State Statutes pertaining to this type of proposal whereby it is required that Public Notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request should be directed to J. W. Barney, City Manager, City Manager, City Hall, Hillsboro, Oregon, on or before June 20, 1972.

/s/ E. S. Mills
City Recorder
City of Hillsboro, Ore.

(May 25, 29, June 1, 1972)

Affidavit of Publication

STATE OF OREGON, COUNTY OF WASHINGTON, ss.

I, Walter V. McKinney, being first duly sworn, depose and say that I am the General Manager of the HILLSBORO ARGUS, a newspaper of general circulation as defined by ORS 193.010 and 193.020; printed and published at Hillsboro, in the aforesaid county and state; that the

PUBLIC NOTICE,

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one insertion xxxxxxxxx xxx xxxxxxxxx xxxxx in the following issuex:

May 29, 1972

Walter V. McKinney

Subscribed and sworn to before me this 30th day of May, 1972.

Mary E. Petersen
Notary Public for Oregon.

[My commission expires March 2, 1975]

---

nal 10
LY Christian male wants
tian single, widow girl
orrespondence, dates. —
Wes Ingles, Rt. 1, Banks.
16-19p

Employment

Men, Women 36

CRAWLERS wanted, $12
thousand.—649-2259. 17c

T Packing Co., Forest
, now accepting appli-
for summer employ-
Must be in good physi-
dition, neat in appear-
and willing to work.—
2329 Yew St. Monday-
, 9 - 5. 19-23m

WBERRY pickers want-
lean field.—Frank Lille-
325-1525. 19-20

TED: Active retired
for yard, garden and
enance. Furnished living
and salary. Refer-
quired. Excellent place
right people.—Write
c/o Hillsboro Argus.
18-20

WBERRY pickers, first
Hoods and Northwests.
portation furnished.—
Vandehey, 648-7630. Carol
324-9341. 18c

ED: Strawberry pickers.
sportation furnished.—
7i, 357-7287 or Wanda,
78. Grower—Cal Krah-
Rt. 2, Box 197, Cornelius.

Jobs, Men, Women

MAN or woman Orego
nal motor dealership
able, good economy ca
ficial, steady income.—
formation call 648-2460.

WANTED: Man, wom
couple to do janitorial
days or evenings.—648-

STRAWBERRY pickers
ed. 20 acres of Hoods.
portation furnished fro
boro, Forest Grove, Co
Free pop every day for
—357-3644.

STRAWBERRY pickers
ed. Hoods, clean fiel
cated 6½ miles south of
boro on Hwy. 219. Com
and cannery picking.
portation furnished. Dr
welcome.—Call Louis
sky Jr., 628-1630 evening
toon Leaders: Cornelius
Delores Palmer 357-2616;
boro, Brookwood area:
thy Carr 648-3834, or
Kruzer 648-8310.

STRAWBERRY pickers
ed.— Lloyd Duyck,
transportation furnished
Aloha; Henrietta Wils
2577.

STRAWBERRY
PICKERS WANT
25 acres of Hood straw
ries. Bus transport
from Hillsboro and Be
ton. Drive-ins welcom
Call Leona Puncochar,
boro area, 648-4835;
Cornish, Beaverton

CITY OF HILLSBORO
Hillsboro, Oregon 97123

1 June, 1972

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS Project on the Tualatin Valley Highway at the intersection of S.E. Minter Bridge Road, Tualatin Valley Highway and S.E. 21st Avenue in the City of Hillsboro, Oregon.

I. Location and Description of Project:

A. Location. Tualatin Valley Highway at its intersection with S.E. Minter Bridge Road and S.E. 21st Avenue in the City of Hillsboro, Oregon.

B. Description. Installation of traffic control signals on Tualatin Valley Highway and S.E. Minter Bridge Road; widening on the Tualatin Valley Highway to provide intersection channelization; the installation of intersection illumination; the installation of railroad protection including crossarm gates, flashing lights, installation of railroad protection including droparm gates, flashing lights, preemption inter-connected with the new traffic signal and realignment of S.E. 21st Avenue approach to Tualatin Valley Highway.

II. Purpose of Project:

The purpose of the project is to provide traffic and pedestrian controls at a high accident ratio location previously complicated by the angle approach of S.E. 21st Avenue to the north and the 90° approach of S.E. Minter Bridge Road from the south, said Minter Bridge Road crossing the Southern Pacific Railroad Track in very close proximity

RECEIVED
COUNTY & CITY SECTION
JUN 20 1972
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

to the southerly curb line of Tualatin Valley Highway; to further provide for intersection illumination; to further provide for safety of vehicular traffic by providing droparm gate controls for Southern Pacific Railroad crossing; by providing lefthand lanes for traffic desiring to exit on S.E. 21st Avenue or S.E. Minter Bridge Road respectively, and providing for realignment of S.E. 21st Avenue in its approach to the Tualatin Valley Highway to provide for 90° approach to the intersection.

The proposed project is necessary because of the increased traffic load on both the highway and the cross streets affected, the continuing increase of said traffic load caused by expansion of development in the general area of the intersection. Furthermore, the existing intersection has a high accident record and motorist safety and mobility will be necessarily improve this project.

III. Discussion of Environmental Impacts:

S.E. 21st Avenue, continuing southerly to connect to S.E. Minter Bridge Road, is a major traffic route for local traffic and serves a major portion of the traffic pattern to the Hillsboro Union High School which is located southerly of Southern Pacific Railroad, thereby necessitating the flow of a great amount of school generated traffic through the intersection. It further serves as a principal access into and from the City accommodating a large agri-business area generally south and southeast of the corporate limits of the City and will eventually serve as the principal access for a planned commercial development area which must be required as point of access to Tualatin Valley Highway from this intersection.

The area bordering the proposed project consists of agricultural lands to the south of the railroad track, agricultural lands to the northeast along all that portion of S.E. 21st Avenue affected and directly affects one tavern and possibly three single family residential structures on the west side of S.E. 21st Avenue and the relocation proposal would move the traffic further from these developed properties.

There are no natural trees or shrubs or any landscaped areas that will be affected by the construction and additional land considered desirable and necessary for the relocation of S.E. 21st Avenue is agricultural land and will ultimately accommodate a better access for the future commercial development of the adjacent properties.

The completed project will be of great benefit to the City and to the general motoring public by elimination of congested and hazardous condition created by the existence of this non-signalized, somewhat offset, intersection.

The opportunity for a public hearing has been advertised and the one property owner involved in the acquisition of additional right-of-way has been consulted during the planning of the project.

CITY OF HILLSBORO
Hillsboro, Oregon 97123

A minimal amount of inconvenience to the road users will occur during construction as the existing streets can remain in full use during the construction of the intersection.

Access will be improved, natural resources will not be affected, and no additional noise levels will emit from the location caused by the project.

There will be no significant change in the character of the area and no people or property improvements will be displaced. Furthermore, there are no recreational lands in the area to be considered, and there will be no additional air or water pollution occurring from the project.

IV. Basis for Negative Declaration

The proposed project is an important element in the upgrading of the City of Hillsboro's street system to accommodate the current and projected traffic loads. It will improve safety to the general traveling public, improve the economic opportunity for the adjacent land owners, and the detrimental impact, if any, to the local environment will be negligible.

Authorized by the Mayor of the City of Hillsboro, this 25th day of May, 1972.

CITY OF HILLSBORO

By ______________________
CITY MANAGER

ESM:LV

T

CITY OF HILLSBORO

205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUECK
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

1 June, 1972

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS Project on the Tualatin Valley Highway at the intersection of S.E. Minter Bridge Road, Tualatin Valley Highway and S.E. 21st Avenue in the City of Hillsboro, Oregon.

I. Location and Description of Project:

A. Location. Tualatin Valley Highway at its intersection with S.E. Minter Bridge Road and S.E. 21st Avenue in the City of Hillsboro, Oregon.

B. Description. Installation of traffic control signals on Tualatin Valley Highway and S.E. Minter Bridge Road; widening on the Tualatin Valley Highway to provide intersection channelization; the installation of intersection illumination; the installation of railroad protection including crossarm gates, flashing lights, installation of railroad protection including droparm gates, flashing lights, preemption inter-connected with the new traffic signal and realignment of S.E. 21st Avenue approach to Tualatin Valley Highway.

II. Purpose of Project:

The purpose of the project is to provide traffic and pedestrian controls at a high accident ratio location previously complicated by the angle approach of S.E. 21st Avenue to the north and the 90° approach of S.E. Minter Bridge Road from the south, said Minter Bridge Road crossing the Southern Pacific Railroad Track in very close proximity to the southerly curb line of Tualatin Valley Highway; to further provide for intersection illumination; to further provide for safety of vehicular traffic by providing droparm gate controls for Southern Pacific Railroad crossing; by providing lefthand lanes for traffic desiring to exit on S.E. 21st Avenue or S.E. Minter Bridge Road respectively, and providing for realignment of S.E. 21st Avenue in its approach to the Tualatin Valley Highway to provide for 90° approach to the intersection.

The proposed project is necessary because of the increased traffic load on both the highway and the cross streets affected, the continuing increase of said traffic load caused by expansion of development in the general area of the intersection. Furthermore, the existing intersection has a high accident record and motorist safety and mobility will be necessarily improve this project.

III. Discussion of Environmental Impacts:

S.E. 21st Avenue, continuing southerly to connect to S.E. Minter Bridge Road, is a major traffic route for local traffic and serves a major portion of the traffic pattern to the Hillsboro Union High School which is located southerly of Southern Pacific Railroad, thereby necessitating the flow of a great amount of school generated traffic through the intersection. It further serves as a principal access into and from the City accommodating a large agri-business area generally south and southeast of the corporate limits of the City and will eventually serve as the principal access for a planned commercial development area which must be required as point of access to Tualatin Valley Highway from this intersection.

The area bordering the proposed project consists of agricultural lands to the south of the railroad track, agricultural lands to the northeast along all that portion of S.E. 21st Avenue affected and directly affects one tavern and possibly three single family residential structures on the west side of S.E. 21st Avenue and the relocation proposal would move the traffic further from these developed properties.

There are no natural trees or shrubs or any landscaped areas that will be affected by the construction and additional land considered desirable and necessary for the relocation of S.E. 21st Avenue is agricultural land and will ultimately accommodate a better access for the future commercial development of the adjacent properties.

The completed project will be of great benefit to the City and to the general motoring public by elimination of congested and hazardous condition created by the existence of this non-signalized, somewhat offset, intersection.

The opportunity for a public hearing has been advertised and the one property owner involved in the acquisition of additional right-of-way has been consulted during the planning of the project.

A minimal amount of inconvenience to the road users will occur during construction as the existing streets can remain in full use during the construction of the intersection.

Access will be improved, natural resources will not be affected, and no additional noise levels will emit from the location caused by the project.

There will be no significant change in the character of the area and no people or property improvements will be displaced. Furthermore, there are no recreational lands in the area to be considered, and there will be no additional air or water pollution occurring from the project.

IV. Basis for Negative Declaration

The proposed project is an important element in the upgrading of the City of Hillsboro's street system to accommodate the current and projected traffic loads. It will improve safety to the general traveling public, improve the economic opportunity for the adjacent land owners, and the detrimental impact, if any, to the local environment will be negligible.

Authorized by the Mayor of the City of Hillsboro, this 25th day of May, 1972.

CITY OF HILLSBORO

By
CITY MANAGER

ESM:LV

CITY OF HILLSBORO
Hillsboro, Oregon 97123

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

24 May, 1972

Hillsboro Argus
Hillsboro, OR 97123

Attention: Classified Ads Department

Gentlemen:

Attached is City of Hillsboro's Notice to interested parties relative to the proposed corridor-design hearing for the improvement of the intersection of S.E. 21st Avenue, Minter Bridge Road and Tualatin Valley Highway.

The proposed improvement is located approximately as shown on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on May 25, 1972, May 29, 1972 and June 1, 1972 or the first publication following.

Please submit your billing in triplicate to City of Hillsboro, Oregon, Attention, E.S. Mills, City Recorder, and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the proposed improvement, some of whom may not read your Classified Columns. It would be appreciated, therefore, if you would print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise I will be glad to advise you.

Very truly yours,

CITY OF HILLSBORO, OR.

By____________________________
E.S. MILLS
City Recorder

Att: Notice and Map
Copy to County and City Section
Oregon State Highway Division

CC: W. N. BRYANT - FHWA
R.N. CHASE
L.W. RULIEN

PUBLIC NOTICE

Notice is hereby given that the City of Hillsboro proposes to improve the intersection of S.E. 21st Avenue, Minter Bridge Road and Tualatin Valley Highway lying within the corporate limits of the City of Hillsboro, Washington County, Oregon.

The proposal consists of the installation of a traffic actuated and pedestrian actuated traffic control signal on the Tualatin Valley Highway at S.E. Minter Bridge Road; widening on the Tualatin Valley Highway to provide intersection channelization; the installation of intersection illumination; the installation of railroad protection including droparm gates, flashing lights, pre-emption interconnected with the new traffic signal and re-alignment of S.E. 21st Avenue approach to Tualatin Valley Highway.

A statement on the environmental impact of this project is available at the Hillsboro City Hall, Office of the City Recorder, 205 S. 2nd Avenue; Hillsboro, Oregon.

This notice is given in compliance with Federal Regulations and State Statutes pertaining to this type of proposal whereby it is required that Public Notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request should be directed to J.W. Barney, City Manager, City Manager, City Hall, Hillsboro, Oregon, on or before June 20, 1972.

E.S. MILLS
City Recorder
City of Hillsboro, OR.

Publish - Argus - Issues of 5/25, 5/29 and 6/1, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ PE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ OPE ☐

T.

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 23, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Encroachment Map and Cross Sections
Tualatin Valley Highway at S.E. Minter Bridge Road (Hillsboro) Section
Washington County
Your File: 911621/321-4

Gentlemen:

This is in reply to your letters of March 15 and May 5, 1972, wherein you request information pertaining to the installation of crossing gates at the above captioned grade crossing No. FD 763.3.

Herewith you will find two prints each of Drawings No. 9B-9-22 and 9B-9-23, the encroachment map and cross sections, showing encroachment on your property of our proposed construction. You will note this proposal includes the re-alignment of S.E. 21st Avenue which is different from that shown on our preliminary copy of the detail map which was sent to you on January 14, 1972.

Please review this material and advise if the encroachments as proposed are acceptable to your company. Additional material will be submitted to you as it becomes available.

Bids for this project are to be opened on September 28, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 23 1972
☑ ENGR. ☑ COOR. ☑ JE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco

R. E. Simpson
F. B. Klaboe
L. E. George
H. S. Cox
L. W. Rulien
J. W. McNamee
R. H. Rumbolz

RECEIVED

FORM E-30 (REV. 10-69)

7860

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 24, 1972

SUBJECT: TOPICS Project T-5014(2)
T.V. Hwy. @ Minter Bridge Road
City of Hillsboro

To: Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Attached is the revised survey data for the subject project.

The City has been informed of the estimated additional cost to relocate S.E. 21st Avenue and has requested that we proceed with the design on the relocated line.

The City is aware that the total estimated cost of the project is beyond their available TOPICS funds ($116,000) and further request that every effort be made to keep costs to a minimum.

Please have the Right-of-Way Description Section prepare a description and a map to cover the needed right-of-way. A pending letter of understanding between State and City indicates that State will negotiate and purchase.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: ✓R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
T. W. Litchfield
L. W. Rulien

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: April 13, 1972

SUBJECT:

To: Mr. Frank Hall
Design Engineer

Kerry J. Dayton

FROM: Kerry J. Dayton
Regional Design Engineer

SUBJECT: T. V. Hwy @ S. E. Minter Br. Rd.
Tualatin Valley Hwy
Washington County
Prefix 34-0604

Submitted herewith is field survey data for constructing traffic signals, railroad gates, and channelization on the subject project. The enclosed data is as listed on the attached Resident Engineer's transmittal letter.

We wish to note one addition to the Locating Engineer's Report relative to provision for traffic during construction. A reasonable length of time for SE Minter Bridge Rd. to be closed should be ascertained and included in the special provisions. It is felt that a maximum of 60 days closure time will allow the railroad & contractor ample time to coordinate and complete the required planking at the railroad crossing and grading and paving.

mac

cc: McNamee

SP*52675-734

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
April 10, 1972

SUBJECT: TV Hwy at SE Minter Br. Rd.
Tualatin Valley Highway
Washington County
Prefix 34-0604

To: Mr. L. W. Rulien
Region Engineer
P. O. Box 02157
Portland 97202

Enclosed is pertinent field survey data for constructing traffic signals, railroad gates, and channelization on the subject project.

1 only	1"=40' Sketch Map and Estimate prepared by Cottingham & Assoc. (Consulting Traffic Engineers)
1 roll	1"=50' Detail Map (Mylar)
1 only	Reduced set of construction plans (1960) for the Hillsboro--Reedville Section of the Tualatin Valley Highway
1 roll	Location Profile and Typical Sections
1 roll	Location plotted cross-sections
1 folder	Proposed bid items and calculations (a) "L" Existing 21st Avenue (b) "L2" Relocation of 21st Avenue
1 book	Field Notes
2 copies	Locating Engineer's Statement
3 copies	Quantity Summary & Cost Estimate (a) "L" Existing 21st Avenue (b) "L2" Relocation of 21st Avenue
3 copies	Narrative Report
1 copy	Utility Conflicts (a) "L" Existing 21st Avenue (B) "L2" Relocation of 21st Avenue
1 print	Map & Profile showing the City of Hillsboro water line crossing
1 print	Map & Profile showing the City of Hillsboro sanitary sewer line
1 print	Showing the Northwest Natural Gas Company's facilities.

The railroad encroachment map and plotted cross-sections at 100-foot intervals were sent to MR. T. W. Litchfield on February 29, 1972, so that necessary negotiations with the Southern Pacific Transportation Company could commence. Also, an 1"=50' sketch map showing the proposed crossing of the railroad tracks at Minter Bridge Road was sent directly to Mr. Forney, Southern Pacific Transportation Company, on February 29, 1972.

James W. McNamee

James W. McNamee
Resident Engineer

JWM:mcp

Enclosures

Location Engineer's Report

T. V. Highway at S. E. Minter Bridge Road

Tualatin Valley Highway
Washington County
Prefix 34-0404

James W. McNamee, Res. Engr.

PURPOSE OF SURVEY

This is a TOPICS project to prepare preliminary plans and estimate of cost for traffic signals, railroad gates, and channelization on the Tualatin Valley Highway (Mile Post 11.28) at S. E. Minter Bridge Road.

The original proposal also provided for illumination, but the City of Hillsboro decided to have Portland General Electric Company provide the necessary illumination and the City would deal directly with PGE to accomplish this.

The existing Tualatin Valley Highway in this area was improved on the Hillsboro--Reedville Section in 1960. The existing pavement surface is rough and should receive an overlay. The overlay through this widening area would require approximately 1,450 tons of Class "B" Asphaltic Concrete Mixture and 87 tons of Asphalt Cement in Mixture. This was discussed with the City of Hillsboro officials and due to the high cost of construction it was decided not to overlay the Tualatin Valley Highway in this area at this time.

The beginning or easterly end is at Station 370 and the westerly end is at Station 385+50. Total length, 0.29 miles.

TYPICAL SECTION

The typical section for the Tualatin Valley Highway is 60 feet curb to curb in the channelization area. This provides 12.5-foot outside lanes, 11-foot inside lanes, 10-foot left-turn refuge, and 3-foot separator. The existing typical is 48 feet curb to curb. Therefore, the existing highway will be widened six feet on each side. The proposed surfacing thickness equals what was built in 1960.

The connecting roads (S. E. Minter Bridge Road and S. E. 21st Avenue) are proposed to have 40 feet paved surface width as requested by the City of Hillsboro. The existing surfacing on the connecting roads in the opinion of the City and myself has no value. It is proposed to provide new surfacing to support the traffic signal loop detectors.

RIGHT OF WAY

The existing right of way appears to be ample with the following exception: "L" Line; additional property will be required at the northwest corner of S. E. 21st Avenue to provide suitable radius onto the

Tualatin Valley Highway. "L_2" Line; will require property for S. E. 21st Avenue relocation. Both lines will require railroad encroachment along the south side of the Tualatin Valley Highway Stations 374+00 to 385+50.

DRAINAGE

The existing drainage system appears to be satisfactory. Adjustments as shown on the detail map will be required. Ponding of water between the railroad and the highway occurs at this time but with the installation of inlets and proper connections to the storm sewer system this ponding of water should be eliminated.

PROVISION FOR TRAFFIC DURING CONSTRUCTION

The construction along the Tualatin Valley Highway is anticipated with the use of lane closures during working hours. S. E. 21st Avenue should remain open at all times; stage construction of one-half roadway width is recommended. The City of Hillsboro has verbally given their approval of closing S. E. Minter Bridge Road during construction, traffic being detoured via River Road. However, the railroad and our construction should be coordinated so that required planking at the railroad crossing and grading and paving work can be performed in a reasonable length of time.

A tentative proposal showing temporary construction signing is included with the estimate of cost. This proposal should be reviewed by the Traffic Engineer.

MATERIAL SOURCE

It is anticipated that commercial sources will be used for surfacing materials.

UTILITIES

General Telephone Company has an aerial line along the north side of the Tualatin Valley Highway and these poles will require adjustment through the construction area. Extreme care will be required in locating new pole locations because the City of Hillsboro has a 15-inch sanitary sewer line along the north right-of-way line. One guy pole located on the southerly side at Station 379+38 will also require adjustment. This pole is located within an existing railroad encroachment area.

Northwest Natural Gas Company has a 4½-inch line along the south side of the Tualatin Valley Highway. This line is located under the existing pavement and will not be in conflict with the proposed construction.

A 2-inch line runs along the west side of S. E. 21st Avenue and this line will require valve box adjustments and a 2-inch line along the east side of S. E. Minter Bridge Road will require valve box and vent adjustments.

Portland General Electric Company has an aerial line along the south side of the Tualatin Valley Highway and also located within existing railroad encroachment. Five poles between Stations 376+44 and 384+18 will require adjustment. Also, two poles along S. E. 21st Avenue will require adjustment if this avenue is relocated.

City of Hillsboro has a 15-inch sanitary sewer line along the south right-of-way line of the Tualatin Valley Highway.

The City also has a 12-inch water main that crosses the Tualatin Valley Highway at Station 377+85, nearly parallels the highway on the north side to the west and connects to a 10-inch water main then continues north along the west side of S. E. 21st Avenue. On the south side the 12-inch water main is located along the east side of S. E. Minter Bridge Road and about 20 feet distance therefrom to Station 1+13 then crosses Minter Bridge Road at Station 1+33 and connects to a 10-inch water main at Station 1+61. The 10-inch main continues along the west side of Minter Bridge Road southerly. The 10-inch line between Station 0+70 on S. E. 21st Avenue and 1+61 on S. E. Minter Bridge Road was abandoned when the 12-inch line was installed. Also, the City Engineer said that the 10-inch line extending north and south from the ends of the 12-inch line is shallow and may require lowering.

We estimate that the cost to construct this project will be as follows:

	"L"	"L2" SE 21st Ave. Relocated
Contract Items	$ 65,630	$ 69,009
Additional Anticipated Items	35,150	35,150
Contigencies & Engr. (14½%)	14,613	15,103
Estimated Total Cost	$115,393	$119,262

OREGON STATE
HIGHWAY DEPARTMENT
T.V. Hwy at S. E. Minter Bridge Road
Tualatin Valley Highway
Prefix 34-0604

TABULATION SHEET
SHEET .... OF .... SHEETS

BID ITEM SUMMARY

Line 2

umber	Item	Unit	Net Quantity	Allow	Total	Unit PRice	Amount
1.	Temporary Protection & Direction of Traffic	All					$4,070.00
2.	Clearing & Grubbing	All					500.00
3.	Removal of Structures & Obstructions	All					3584.00
4.	General Excavation, Unclassified	CY	1960	140	2100	$2.00	4200.00
5.	Trench Excavation	CY	42	[illegible]	[illegible]	2.00	200.00
6.	Finishing Roadbed & Slopes	All					3000.00
7.	Watering	M-Gal	17	[illegible]	[illegible]	4.00	80.00
8.	1"-0 Aggregate Base	Ton	1335	[illegible]	[illegible]	4.00	5880.00
9.	Class "B" Asphalt Concrete Mixture	Ton	[illegible]	[illegible]	[illegible]	6.50	13650.00
10.	Asphalt Cement in Mixture	Ton	[illegible]		[illegible]	[illegible]	3920.00
11.	Asphalt in Tack Coat	Ton			1	100.00	150.00
12.	8-inch Sewer Pipe	LF	[illegible]			1.00	280.00
13.	12-inch Sewer Pipe	LF	[illegible]	[illegible]	[illegible]	4.50	585.00
14.	Concrete Inlets, Type G-1	Only	[illegible]		[illegible]	150.00	1650.00
15.	Adjust Concrete Manholes	Only				100.00	400.00
16.	Adjust Concrete Inlets	Only	[illegible]		[illegible]	100.00	300.00
17.	Concrete Driveways	SY	26	[illegible]	[illegible]	7.00	980.00
18.	Concrete Curbs	CY	[illegible]		[illegible]	[illegible]	2700.00
19.	Extra for Asphalt Approaches	Only	5			[illegible]	300.00
20.	Cap Inlets	Only		[illegible]		[illegible]	300.00
21.	Roadside Seeding & Mulching	Acre	[illegible]	[illegible]	[illegible]	500.00	250.00
22.	Move Mail Boxes	Only	[illegible]			[illegible]	80.00
23.	Traffic Signals, Complete	Lump Sum					[illegible]
~~24.~~	~~[illegible]~~	~~Only~~					
			[illegible]			[illegible]	$69,009.00

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

T.V. Hwy At S. E. Minter Bridge Road
Tualatin Valley Highway
Prefix 34-0604

BID ITEM SUMMARY

ADDITIONAL ANTICIPATED ITEMS:				
Railroad Crossing Gates & Protection	[illegible]			
Signing	[illegible]			
Flagging	[illegible]			
Mail Box Posts	[illegible]			
Striping	500^{00}			
Move Portland General Electric Facilities	[illegible]			
Total Additional Anticipated Items	[illegible]		[illegible]	$104,159^{00}$
Contingencies (4½%)				
Engineering (10%)				
Total				$119,262^{00}$

FORM E-30X—50M—2-68 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 3, 1972

To: Mr. L. W. Rulien
Region 1 Engineer

MILWAUKIE

SUBJECT: TOPICS Project T-5014(2)
Tualatin Valley Hwy. @
Minter Bridge Road
City of Hillsboro

The City of Hillsboro has requested that the survey for the subject project be modified to include an investigation into the possibility of relocating S.E. 21st Avenue so that it connects with the Tualatin Valley Highway directly opposite S.E. Minter Bridge Road. A copy of their letter and a sketch are enclosed for your information.

If additional preliminary engineering funds are needed please initiate your request in the normal fashion for project overruns.

This letter will also serve as notice to the Design and Traffic Sections to delay all work on this project until a determination has been made as to the location of S.E. 21st Avenue.

This project is presently scheduled for July 27, 1972. If you are unable to meet this schedule please inform this office so that adjustment can be made.

H. S. Cox
County and City Engineer

By RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.
cc: R. L. Schroeder ✓
F. L. Hall
L. E. George
L. H. Young

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

T

CITY OF HILLSBORO
205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUECK, Mayor
J. W. BARNEY, City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY, City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

2 February, 1972

Mr. Richard H. Bladorn
Urban Program Engineer
County and City Section
Highway Division
Department of Transportation
405 State Highway Bldg.
Salem, Oregon 97310

Subject: T.V. Highway, 21st-Minter Bridge Road Signalization Project

Dear Mr. Bladorn:

In reviewing the crossing site at the intersection of T.V. Highway with Minter Bridge Road and S.E. 21st Avenue, it appears to the Council that the crossing will be on quite an angle; that it will be necessary to purchase some right-of-way from the property on the west, and the project, as laid out, would not fit in very well with the Master Plan recently adopted by the City, which projects this crossing as a part of a North and South road through the City.

I am enclosing herewith a sketch map showing what we feel the City would like to do do, if at all possible. Basically it would mean projecting the Minter Bridge Road straight across the Tualatin Valley Highway and then get back into 21st Avenue with an **S** Curve. The sketch is only for indication of what we feel might be done.

The Council authorized me to contact your Department and see if you would not give this some consideration.

Very truly yours,

CITY OF HILLSBORO

By
J.W. BARNEY
City Manager

Enc.
JWB:LV

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7860

DATE: February 2, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5014(2)
Tualatin Valley Highway at SE. Minter Bridge Road
Environmental Statement Requirements

Reference is made to Mr. Bladorn's January 27 letter on the above subject advising us of the change in right of way requirements for that project.

As implied in Mr. Bladorn's letter this need for additional right of way creates some doubt as to the propriety of granting a waiver of the environmental statement requirements and need for public hearing for this project.

More information is needed before a final determination can be made. While we have the maps indicating the areas involved, a description of the type of land involved, its present usage, the effect of this taking on the remainder, etc., is needed.

2-4-72
REFERRED TO
Schroeder
DEPUTY STATE HIGHWAY ENGINEER

OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
ROYER

W. H. Tebeau

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7860

January 27, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: 08-35-EC
TOPICS Project T-5014(2)
Tualatin Valley Hwy.@ S.E. Minter
  Bridge Road
City of Hillsboro

Dear Mr. Simpson:

A waiver of Environmental Impact Statement was granted for the subject project on July 20, 1971.

Subsequent to the original request for waiver, a field location survey has been completed. This survey indicates a need for a small parcel of right-of-way to increase the right turn radius from S.E. 21st Avenue onto the Tualatin Valley Highway. Also, railroad encroachments and construction easements will be needed to contain the curbs and slopes on the south side of the highway. (See attached map.)

The desired right-of-way will necessitate the moving or removal of one access point for the property involved.

Although right-of-way is now required and there will be a change in access, the information contained in the original request for waiver is still valid. There will be little social, economic or environmental impact on the area.

It is therefore requested that you confirm the waiver of environmental statement requirements and that waiver of hearing requirements also be granted.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RECEIVED
[illegible]
[illegible] OF
[illegible] ENGINEER

RB:ljt
Att.
cc: R. L. Schroeder
L. H. Young

NOTED
R. L. [illegible]ER

☑ ~~ENGR.~~ ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE R R ☐ RPE ☐

January 21, 1972

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon 97123

Re: Letter of Understanding
Right-of-Way Acquisition - TOPICS

Dear Mr. Barney:

The City and State have entered into an agreement for a proposed TOPICS project on the Tualatin Valley Hwy. @ Minter Bridge Road and S.E. 21st Avenue.

Paragraph 5 of the GENERAL PROVISIONS of this agreement covers the basic obligations of the City and the State in the acquisition of right-of-way. This "Letter of Understanding" is to further define the responsibilities of each party.

The City has indicated a desire that the State secure the necessary right-of-way needs for this project. It is proposed that this right-of-way be secured in the following manner:

THINGS TO BE DONE BY STATE:

1. State shall determine right-of-way limits and shall secure City's concurrence prior to negotiation.
2. State shall secure all right-of-way in State's name.
3. State shall submit to City an itemized statement of City's reasonable share of acquisition costs, as defined by the aforementioned Paragraph 5.

THINGS TO BE DONE BY CITY:

1. City shall upon receipt of cerification of transactions and statement of costs, reimburse State for the reasonable costs incurred by the State as defined by the aforementioned Paragraph 5.

Des

If this proposal meets with your approval, please sign in the space provided below and return one copy of this letter to serve as our "Letter of Understanding" in this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RB:ljt

APPROVED:

By______________________________
City Manager, Hillsboro

Date______________________________

JAN 17 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

MEMO TO FILES

January 13, 1972

Re: TOPICS Project T-5014(2)
T.V. Hwy. @ Minter Bridge Road
City of Hillsboro

Met with: J. Barney, City Manager
E. Mills, Asst. City Manager
J. McNamee, Resident Locating Engineer

Discussed project cost estimate as submitted by Mr. McNamee.

The City has a total TOPICS fund of $116,000 available for this project. Since the field estimate overran this amount, ways were discussed to trim this project to fit available funds.

Items to be removed from the project are as follows:

1. The suggested overlay of the Tualatin Valley Highway.

1,450 tons Class "B" AC mix	$ 9,425
80 tons AC mix	2,800
	12,225

2. Roadway illumination. The City has a working agreement with PGE to provide street lights.

$ 6,000

3. Engineering & contingencies (14.5% of $18,225)

$ 2,643

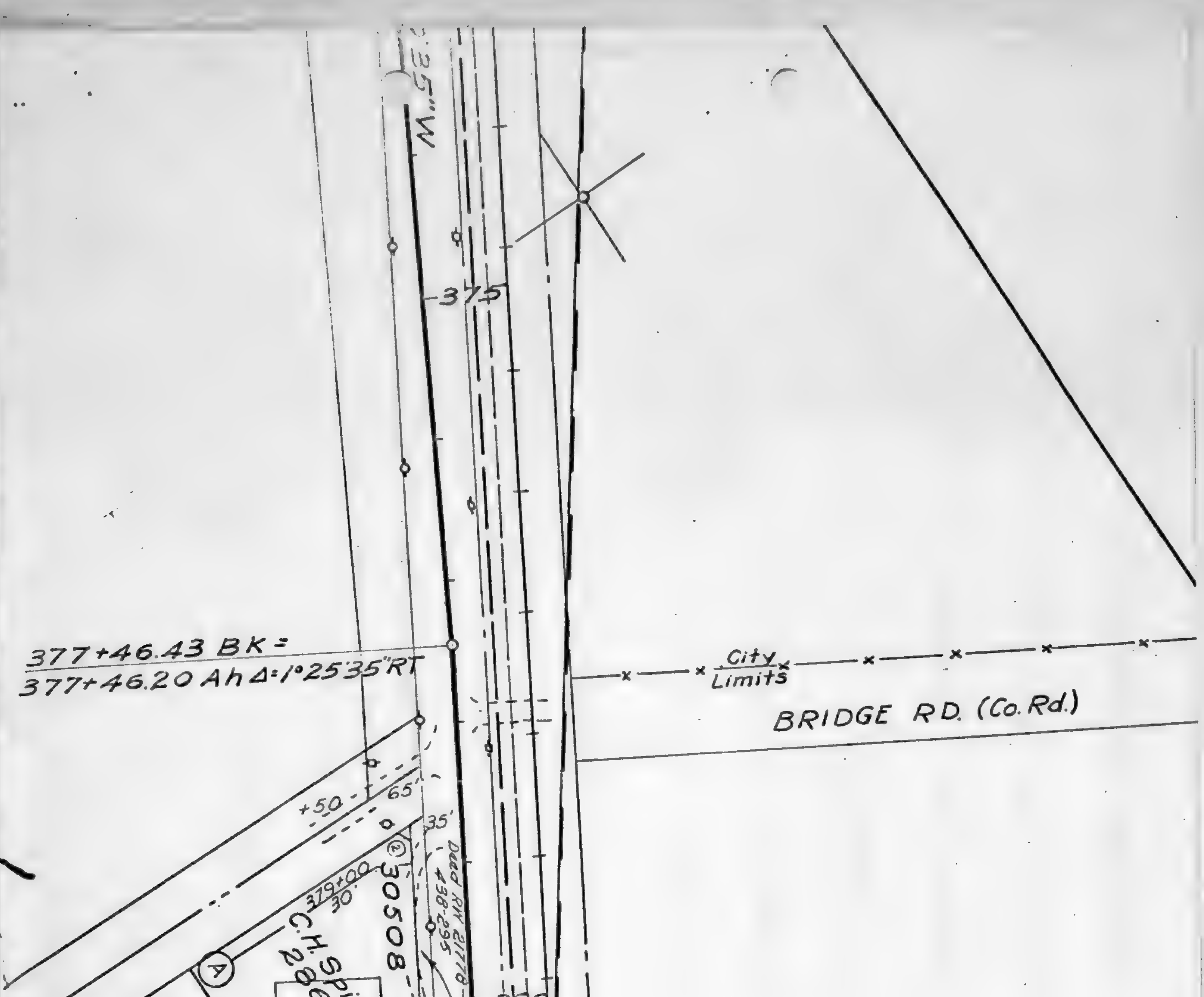
TOTAL $ 20,868

Field Estimate	$136,260
Less items removed	20,868
New estimate	$115,392

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
cc: L. E. George
F. L. Hall
L. W. Rulien


35"W
375
377+46.43 BK =
377+46.20 Ah Δ=1°25'35"RT
City Limits
BRIDGE RD. (Co. Rd.)
+50
65'
35'
379+00
30'
30508
Deed RW 21778
438-295
C.H. Spicer et ux
286 131
A
380
+10
30'
RA
1000
+00
35'
30509
Deed RW 22966
P.D. Grimes et ux
373-1 373-3
382+50
35'
383+20
65'
elson et ux
115
Deed RW
433-285
HENRY
MICH

T.

RECEIVED
COUNTY & CITY SECTION
JAN 12 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Portland, Oregon 97202
January 10, 1972

Frank Hall
Design Engineer
Salem

Tualatin Valley Highway at
S.E. Minter Bridge Road
Tualatin Valley Highway
Washington County
Prefix 34-0604

Enclosed is pertinent field survey data for constructing traffic signals, railroad gates, channelization, and illumination on the subject project.

Data submitted is itemized on attached Resident Engineer's transmittal letter.

L.W. Rulien
Regional Engineer

by

Kerry J Dayton
Kerry J. Dayton
Regional Design Engineer

KJD:sdl

Enclosure

CC: J.W. McNamee
Dick Bladom

Dick, Attached is narrative report indicating possibility of add R/W required. Project request did not include additional R/W. As far as I know the county has not been contacted regarding add. R/W.

Kerry Dayton

To

Location Engineer's Report

T. V. Highway at S. E. Minter Bridge Road

Tualatin Valley Highway
Washington County
Prefix 34-0604

James W. McNamee, Res. Engr.

PURPOSE OF SURVEY

This is a Topics project to prepare preliminary plans and estimate of cost for traffic signals, railroad gates, channelization, and illumination on the Tualatin Valley Highway (Mile Post 11.28) at S. E. Minter Bridge Road.

The existing Tualatin Valley Highway in this area was improved on the Hillsboro--Reedville Section in 1960. The existing pavement surface is rough and should receive an overlay. This overlay throughout the widening and channelization area is provided for in the estimate.

The beginning or easterly end is at Station 370 and the westerly end is at Station 385+50. Total length, 0.29 miles.

TYPICAL SECTION

The typical section for the Tualatin Valley Highway is 60 feet curb to curb in the channelization area. This provides 12.5-foot outside lanes, 11-foot inside lanes, 10-foot left-turn refuge, and 3-foot separator. The existing typical is 48 feet curb to curb. Therefore, the existing highway will be widened six feet on each side. The proposed surfacing thickness equals what was built in 1960 plus the 2-inch overlay.

The connecting roads (S. E. Minter Bridge Road and S. E. 21st Avenue) are proposed to have 40 feet paved surface width as requested by the City of Hillsboro. The existing surfacing on the connecting roads in the opinion of the City of Hillsboro and myself has no value. It is proposed to provide new surfacing to support the traffic signal loop detectors.

RIGHT OF WAY

The existing right of way appears to be ample with the following exceptions: Additional property will be required at the northwest corner of S. E. 21st Avenue to provide suitable radius onto the Tualatin Valley Highway. Railroad encroachment and temporary construction easement will be required along the south side of the Tualatin Valley Highway Stations 374+00 to 385+50.

DRAINAGE

The existing drainage system appears to be satisfactory. Adjustments as shown on the detail map will be required. Ponding of water between the railroad and the highway occurs at this time but with the installation of inlets and proper connections to the storm sewer system this ponding of

PROVISION FOR TRAFFIC DURING CONSTRUCTION

The construction along the Tualatin Valley Highway is anticipated with the use of lane closures during working hours. S. E. 21st Avenue should remain open at all times; stage construction of one-half roadway width is recommended. The City of Hillsboro has verbally given their approval of closing S. E. Minter Bridge Road during construction, traffic being detoured via River Road. However, the railroad and our construction should be coordinated so that required planking at the railroad crossing and grading and paving work can be performed in a reasonable length of time.

A tentative proposal showing temporary construction signing is included with the estimate of cost. This proposal should be reviewed by the Traffic Engineer.

MATERIAL SOURCE

It is anticipated that commercial sources will be used for surfacing materials.

UTILITIES

General Telephone Company has an aerial line along the north side of the Tualatin Valley Highway. Four (4) poles between Stations 379+44 and 384+09 along this north side will require adjustment and extreme care will be required in locating new pole locations because the City of Hillsboro has a 15-inch sanitary sewer line along the north right-of-way line. One (1) guy pole located on the southerly side at Station 379+38 will also require adjustment. This pole is located within an existing railroad encroachment area.

Northwest Natural Gas Company has a 4½-inch line along the south side of the Tualatin Valley Highway. This line is located under the existing pavement and will not be in conflict with the proposed construction. However, valve boxes will require adjustment prior to patching and overlay paving.

A 2-inch line runs along the west side of S. E. 21st Avenue also requiring valve box adjustments and a 2-inch line along the east side of S. E. Minter Bridge Road will require valve box and vent adjustments.

Portland General Electric Company has an aerial line along the south side of the Tualatin Valley Highway and also located within existing railroad encroachment. Five (5) poles between Stations 376+44 and 384+18 will require adjustment. One (1) pole on the north side of the Tualatin Valley Highway at Station 378+23 will have some embankment placed around it but should not require adjustment.

City of Hillsboro has a 15-inch sanitary sewer line along the south right-of-way line of the Tualatin Valley Highway. Two (2) manholes located in the existing pavement will require adjustment.

The city also has a 12-inch water main that crosses the Tualatin Valley Highway at Station 377+85, nearly parallels the Tualatin Valley Highway on the north side to the west and connects to a 10-inch water main then continues north along the west side of S. E. 21st Avenue. On the south side the 12-inch water main is located along the east side of S. E. Minter Bridge Road and about 20 feet distance therefrom to Station 1+13 then crosses Minter Bridge Road at Station 1+33 and connects to a 10-inch water main at Station 1+61. The 10-inch main continues along the west side of Minter Bridge Road southerly. The 10-inch line between Station 0+70 on S. E. 21st Avenue and Station 1+61 on S. E. Minter Bridge Road was abandoned when the 12-inch line was installed. Five (5) water valves will require adjustment. Also, the City Engineer said that the 10-inch line extending north and south from the ends of the 12-inch line is shallow and may require lowering.

I estimate that the cost to construct this project will be as follows:

Contract Items	$ 83,855
Additional Anticipated Items	35,150
Contingencies & Engineering	17,255
Estimated Total Cost	$136,260

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

T.V. Hwy at S. E. Minter Bridge Road
Tualatin Valley Highway
Prefix 34-0604

BID ITEM SUMMARY

Number	Item	Unit	Net Quantity	Allow	Total	Unit Price	Amount
1.	Temporary Portection & Direction of/ Traffic	All					$4,070.00
2.	Clearing & Grubbing	All					500.00
3.	Removal of Structures & Obstructions	All					3,830.00
4.	General Excavation, Unclassified	CY	1,454	146	1,600	2.00	3,200.00
5.	Trench Excavation	CY	65	15	80	4.00	320.00
6.	Finishing Roadbed & Slopes	All					2,000.00
7.	Watering	M-Gal.	23	2	25	4.00	100.00
8.	1"-0 Aggregate Base	Ton	1,202	128	1,330	4.00	5,320.00
9.	Class "B" Asphalt Concrete Mixture	Ton	1781 ~~3,161~~	89 ~~159~~	1,870 ~~3,320~~	6.50	12,155 ~~21,580.00~~
10.	Asphalt Cement in Mixture	Ton	98 ~~174~~	4 ~~9~~	103 ~~183~~	35.00	3,605 ~~6,405.00~~
11.	Asphalt in Tack Coat	Ton	2	0	2	100.00	200.00
12.	8-inch Sewer Pipe	LF	87	13	100	4.00	400.00
13.	12-inch Sewer Pipe	LF	146	14	160	4.50	720.00
14.	Concrete Inlets, Type G-1	Only	12	1	13	150.00	1,950.00
15.	Adjust Concrete Manholes	Only	3	1	4	100.00	400.00
16.	Adjust Concrete Inlets	Only	2	1	3	100.00	300.00
17.	Concrete Driveways	SY	126	14	140	7.00	980.00
18.	Concrete Curbs	CY	55	5	60	45.00	2,700.00
19.	Extra for Asphalt Approaches	Only	5	1	6	50.00	300.00
20.	Cap Inlets	Only	3	1	4	75.00	300.00
21.	Roadside Seeding & Mulching	Acre	0.3	0.1	0.4	500.00	200.00
22.	Move Mail Boxes	Only	3	1	4	20.00	80.00
23.	Traffic Signals, Complete	Lump Sum					22,000.00
~~24.~~	~~Roadway Illumination (per pole, 50' mounting height)~~	~~Only~~	~~3~~	~~0~~	~~3~~	~~2,000.00~~	~~6,000.00~~
						Total Contract Items	~~$83,855.00~~ 65,630

orm E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

T.V. Hwy At S. E. Minter Bridge Road
Tualatin Valley Highway
Prefix 34-0604

BID ITEM SUMMARY

ADDITIONAL ANTICIPATED ITEMS:				
Railroad Crossing Gates & Protection	$30,000.00			
Signing	1,500.00			
Flagging	1,500.00			
Mail Box Posts	50.00			
Striping	600.00			
Move Portland General Electric Facilities	1,500.00			100,780
Total Additional Anticipated Items	$35,150.00		Total	$~~119,005.00~~
Contingencies (4½%)		$~~5,355.00~~	4,535	
Engineering (10%)		$~~11,900.00~~	10,078	
Total				$~~136,260.00~~
				115,393

5

RECEIVED
OCT 18 1971

FOR FILING

7860

October 6, 1971

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Attention: E. S. Mills
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4325

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to construction of the Tualatin Valley Highway at S. E. Minter Bridge Road in Hillsboro.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox

TRANSACTION NUMBER 8-83

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 8-24-71
BY (Signature): MR. YOUNG'S AUGUST 18, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 50 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
50	T-5014(2)	0.11	62,000	39,300	**LOCATION** TUALATIN VALLEY HWY. AT SE MINTER BR. RD. (HILLSBORO) **WORK** PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION, TRAFFIC SIGNALS AND RAILROAD SIGNALS WITH GATES. Young

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

NOTED
R. D. ASBURY

Chow 8-31-71

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-24-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Cof 8-31-71

GPO 927-954

RECEIVED
AUG 19 1971
FOR FILING

7860

T-5014(2)

August 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 50, Project No. T-5014(2), "Tualatin Valley Highway at S.E. Minter Bridge Road (Hillsboro) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 2 Clearinghouses' review under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public hearings are not required under provisions of paragraph 6c of PPM 20-8.

The traffic signal, railroad signal and illumination work to be accomplished under this project qualify as safety improvement under PPM 21-16. Enclosed is a copy of the "Collision Diagram", "P.U.C. Crossing Hazard Index Record" and "P.U.C.

Hillsboro Rail Crossing Hazard Rating" showing justification for the safety improvement work.

"Environmental Statement" requirement was waived, by FHWA (Division) memorandum dated July 20, 1971, for this project under the provisions of paragraph 3f(3) of PPM 21-18.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO. 823

DATE SUBMITTED TO W. O. AUG 24 1971

FORM PR-1
(REV. 4-61)

8-18-71

FEDERAL - AID PR

(PPM 21-T

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 8 at SE Minter Bridge Rd. (Hillsboro) 21 65	**ADT**	PRESENT 20,000	FUTURE 38,000 (66) (70)	YEAR 91 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Gr., Pave, Traf. & RR Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Hillsboro	ROUTE NO. T P	FEDERAL - AID 32

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5	10			1	**PE**	3	SR 8 at SE Minter Bridge Road (Hillsboro)	0.11	3,000	1,900
5					**ROW**					
5	30			3	**CONST** (CODE) Safety Y030	3	"Tualatin Valley Hwy. at SE Minter Br. Rd. (Hillsboro) Sec."		50,000	31,700
	30			3	6201 Y031 & Y018	3		0.11	9,000	5,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.11	62,000	39,300
1	14	PROGRAM APPROVAL DATES AUG 24 1971			(16) (23)	(24) (33)

RECEIVED
COUNTY & CITY SECTION
AUG 27 1971
☐ ENGR. ☑ Coor. ☐ [illegible] ☐ RE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

llsboro) 65	**ADT**	PRESENT 20,000	FUTURE 38,000 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 50 (14) (18)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER 5014 7	SEQ. NO. (2) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Washington	CODE 067 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. T P	FEDERAL-AID 32 (32)	STATE 29 (36)	U.S. (37) (41)	

		ESTIMATED PROJECT COST BY PHASES				
	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
sboro)	0.11	3,000	1,900	550	550 (City)	PE all phases; grade, drain, H.T. pave., curbs, illum., traf. signals & RR signals with gates. RR prot. service.
Hwy. Rd.					2,500 (RR)	ROW-60' min.; Access Control-none; Parkin Restrictions-partial; RR work required including preparatory work.
		50,000	31,700	7,900	7,900 (City)	
	0.11	9,000	5,700	1,650	1,650 (City)	
JECT TALS	0.11	62,000	39,300	10,100	12,600	
		(16) (23)	(24) (33)			

RECEIVED
COUNTY & CITY SECTION
AUG [illegible]
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ D UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

Preliminary Engineering:	
Field Work	$1,500
PS&E Prep.	1,500
	$3,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

TUALATIN VALLEY HWY. AT SE MINTER BR. RD.

(HILLSBORO) SECTION

PROJECT NO. T-5014(2)

Existing Facilities:

Tualatin Valley Hwy.: 51' curb section with 3' median, 4 lanes.
SE Minter Br. Rd.: 20' curb section, 2 lanes.
SE 21st Ave.: 20' section, 2 lanes.

NOTE: Intersection is not signalized. The north-south street is known as Minter Br. Rd. south of intersection and 21st Ave. north of the intersection.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Grade, drain, high-type pavement, concrete curbs and channelization to widen Tualatin Valley Hwy. to accommodate a left-turn lane and 4 traffic lanes. Including RR work and protective service. (Type Code 6201; Est. Cost $9,000)
3. Install illumination and 3-phase traffic-actuated and pedestrian activated traffic control signal. (Type Code Y030; Est. Cost $1,300) (Type Code Y031; Est. Cost $23,700)
4. Install by Railroad Co. RR signal consisting of flashing lights, gongs and drop-arm gates. Signal pre-emption interconnect with proposed traffic control signal. (Type Code Y018; Est. Cost $25,000)

NOTE: The proposed traffic signal, RR signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed traffic signal and railroad signal by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at this intersection.

Railroad Data:
Name:
No. of tracks:
No. of trains:
No. of high speed tra
Existing protection:
Proposed protection:
Railroad benefits:

NOTE: There will be a com
Railroad in whatever manne

Additional Right-of-Way:

System Action: Tentative

Airports, Water Developmen

Relocation Assistance Paym
not required.

Clearinghouse Approval: S
dated April 28, 1970 and S

Public Hearings: None req

Environmental Impact State
July 20, 1971.

Control of Utilities: The
authority to control the u
A State-City agreement is
PPM 30-4.1.

Data for PR-37: 58% of pr
42% of pr

Railroad Data:

Name: Southern Pacific Transportation Co.
No. of tracks: 1 (mainline)
No. of trains: 5 (1 passenger and 4 freight)
No. of high speed trains: None
Existing protection: Advance warning & X-bucks
Proposed protection: Flashing lights with short arm gates
Railroad benefits: Maximum

NOTE: There will be a combination of agreements between the State, City and Railroad in whatever manner facilitates the project the most.

Additional Right-of-Way: None required.

System Action: Tentative FAP Type II System approved by FHWA, July 20, 1971.

Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 20, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 58% of project is on FA Primary System.
42% of project is on FAP Type II System.

---

edian, 4 lanes.

reet is
. north of

rbs and channeli-
modate a left-turn
and protective

aced and pedestrian
Y030; Est. Cost

f flashing lights,
interconnect with
Y018; Est. Cost

tion work is
opinion of the
a potential and
provisions of
ced a high
road signal by
ion by increasing
ccidents occur-

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 26, 1971

CITY: **HILLSBORO** SECTION: **Tualatin Valley Hwy. @ Minter Bridge Road**

PROPOSED WORK: **Signal, railroad gates, channelization, and illumination.**

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	59,000	34,200	11,400	11,400	2,000 (Railroad)
P.E.	3,000	1,800	600	600	

FIELD 1,500 P.S.& E. Preparation 1,500

EXISTING FACILITIES:

T.V. Hwy.: 51' curb to curb, 3' median, 4 lane.
Minter Br. Rd.: 20' curb to curb, 2 lane.
S.P. Railroad: 1 track, 5 trains per day, 35 mph, 90° grade
Crossing protected by cross bucks.

PROJECT DATA:

Install traffic actuated and pedestrian activated traffic control signal on Tualatin Valley Hwy. @ S.E. Minter Bridge Road.

Widen Tualatin Valley Hwy. to provide intersection channelization.

Install intersection illumination.

Install railroad protection including droparm gates, flashing lights, and pre-emption interconnect with new traffic signal.

ENVIRONMENTAL STATEMENT: Waived by FHWA July 20, 1971.
PROJECT NO.: T-5014( )
ADDITIONAL RIGHT OF WAY: NONE
SYSTEM ACTION: Type II System approved by FHWA May 12, 1971
RAILROADS: Southern Pacific Transportation Company
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 32
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1970
HEARING: None required.
ACCESS CONTROL: None
PARKING RESTRICTIONS: No parking allowed on T.V. Hwy.

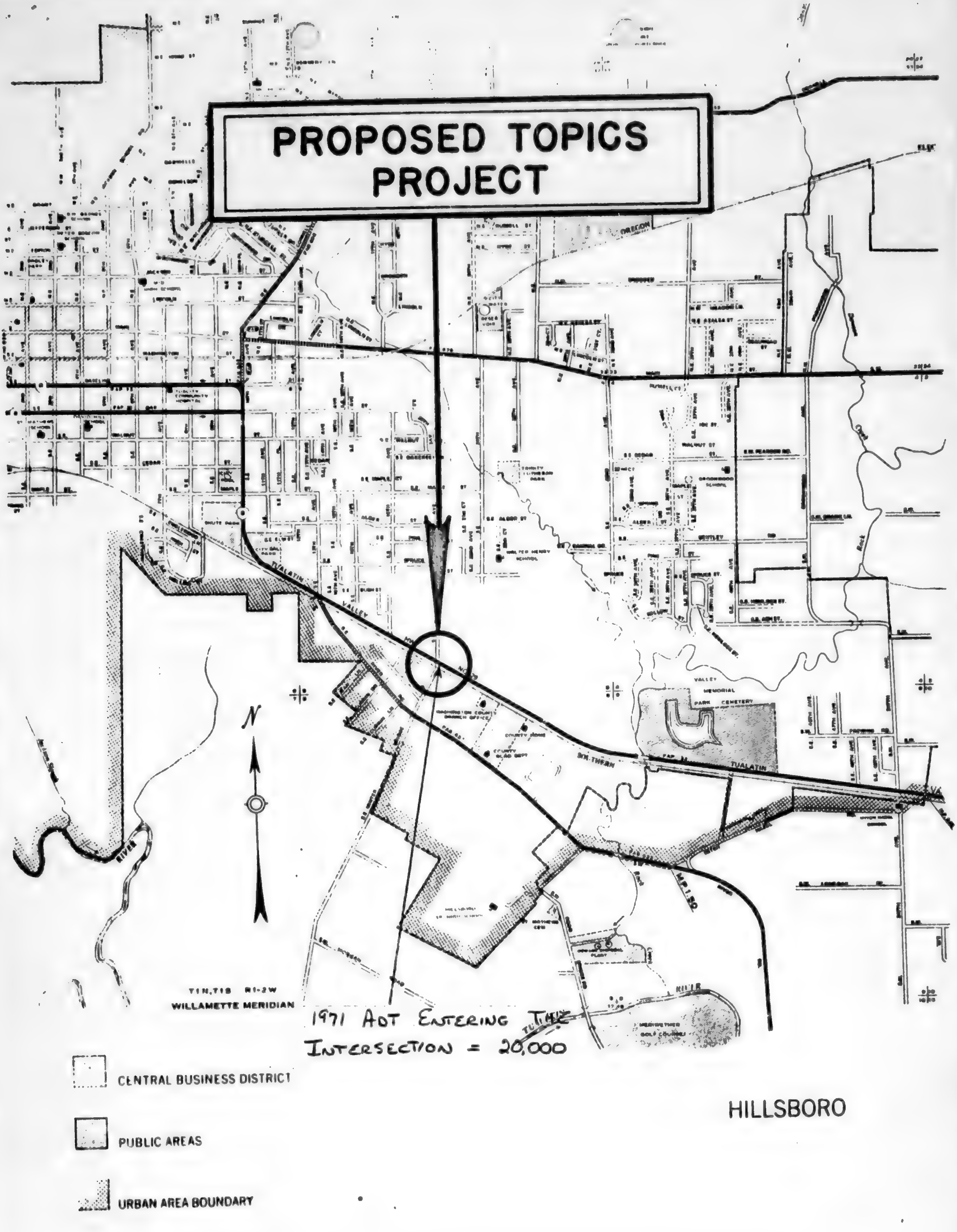
ADT: 20,000

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

PROPOSED TOPICS PROJECT



1971 ADT Entering The Intersection = 20,000

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 20, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5014(-)
Tualatin Valley Highway @ SE.
Minter Bridge Road Section
City of Hillsboro

Your request for a waiver of the Environmental Impact Statement requirements for the subject project is approved. This waiver is granted under the provisions of Section 3f(3) of PPM 21-18.

Work to be done under this project is not considered to have significant environmental effect.

NOTED
R. D. ASBURRY

NOTED
R. N CHASE

[illegible]
TOM EDWARDS

Young
Cox
7-23-71

RECEIVED
JUL 23 1971
PROGRAM & PLANNING
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5014( )
Tualatin Valley Highway @ S.E.
Minter Bridge Road Section
City of Hillsboro

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project involves 5 feet of widening on the southerly side of the Tualatin Valley Highway for approximately 300 feet on each side of S.E. Minter Bridge Road to provide left turn refuges and intersection channelization. Also involved is the installation of traffic control signals, railroad droparm gates and intersection illumination.

This intersection has experienced a high accident rate (31 recorded in the last three years including 3 involving trains) indicating a need for controlled turning and through movements.

All work will be accomplished within the existing right-of-way. There will be no change in access or parking and no trees will be involved in the widening.

Although this project involves a number of factors it is still of such a limited overall nature that it will have little social economic and environmental impact on the area.

NOTED
R. D. ASBURRY

NOTED
R. N. CHASE

Very truly yours,

R. L. Porter
State Highway Engineer

By Richard A. Bladen

for H. S. Cox
County and City Engineer

RECEIVED
JUL 12 1971
PROGRAM & PLANNING
DIVISION

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

Form [illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin Valley Hwy. at S.E. Mintner Bridge Road

Date July 9, 1971

Highway Tualatin Valley (HILLSBORO)

Authorization No. 1

County Washington

Survey Prefix 34-0604 (Assigned by Salem office)

Description of termini, route, length, etc.:

TOPICS PROJECT

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal. Railroad gates, channelization, and illumination.

RECEIVED
COUNTY & CITY SECTION
AUG [illegible] 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE R RE ☒ RPE ☐

T-5019(2)

Estimate of cost:

Field (901)------------	$1000.00
Final Design (905)	800.00
Traffic (911)----------	$ 800.00
Utility Liaison ([illegible])	$ 500.00
Specifications (921)	$ 150.00
Bridge Design (906)	$ 550.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3800.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Traffic Office Engineer

Field Engineer

Recommended for Approval:

Traffic Control Engineer

Division Engineer

Recommended for Approval:

Operations Engineer

Construction Engineer

Approved:

Ass't

State Highway Engineer

SP*52449-734

☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UC
☑ UPE ☑ CE ☑ RE ☑ PE ☐

June 22, 1971

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon 97123

Dear Mr. Barney

The State Highway Commission today approved your requests for TOPICS projects on the Tualatin Valley Highway at Minter Bridge Road and for development of an areawide TOPICS Plan by a consultant.

Attached for your information are summaries of these projects.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you agreements to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Crandall
L. W. Rulein

CITY OF HILLSBORO
PROPOSED TOPICS PROJECT

Tualatin Valley Hwy. (FAP 32) @ S.E. Minter Bridge Road (FAP Type II) (Hillsboro) Section. Traffic signal, railroad gates, channelization, and illumination, $60,000.

Install traffic actuated and pedestrian activated traffic control signal on Tualatin Valley Hwy. @ S.E. Minter Bridge Road.

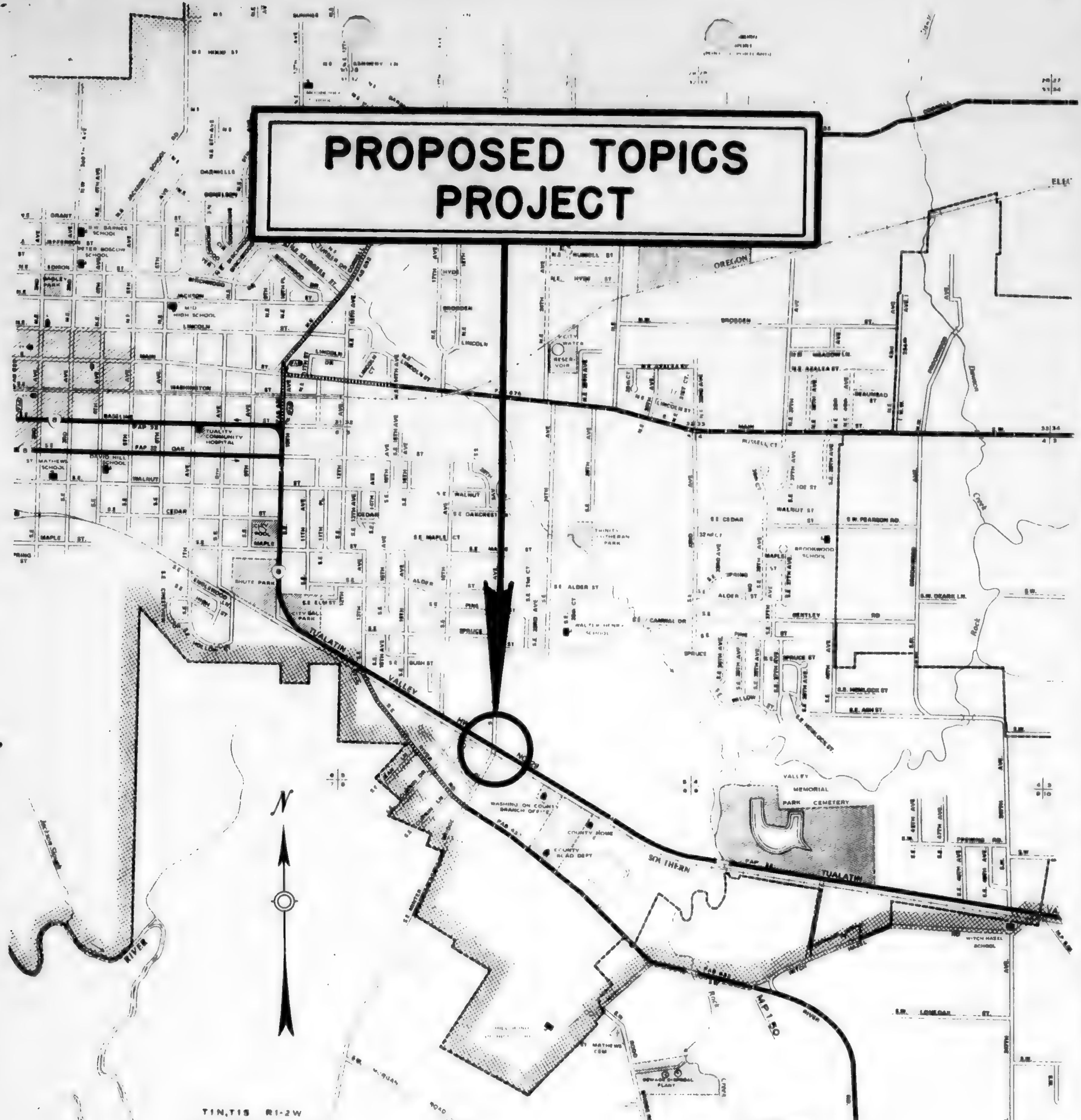
Widen Tualatin Valley Hwy. to provide intersection channelization.

Install intersection illumination.

Install railroad protection including droparm gates, flashing lights, and pre-emption interconnect with new traffic signal.

A public hearing will not be required.

71-d
5/28/71


PROPOSED TOPICS PROJECT
N
TUALATIN VALLEY
SOUTHERN
VALLEY MEMORIAL PARK CEMETERY
MERIWETHER GOLF COURSE
TUALATIN RIVER
T1N,T1S R1-2W
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
HILLSBORO

T

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 14, 1972
Salem, Oregon

SUBJECT: OPTIONS
Tualatin Valley Highway at Minter Bridge Road Section
Tualatin Valley Highway
Washington County

To: H. S. Cox
County & City Engineer
BUILDING

Attached you will find one original option form in sextuplet covering right of way to be acquired in connection with Tualatin Valley Highway at Minter Bridge Road Section of the Tualatin Valley Highway in Washington County. This contract is scheduled for letting on September 28, 1972.

The Project Number has not been assigned.

File 47150, Southern Pacific, which is a part of this TOPICS project will be handled by Mr. Litchfield.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of June 8, 1972.

We are attaching four prints of a section of map 9B-9-22 covering this area and bearing our date of June 14, 1972.

File No.	Name	Area
47335	Margaret Wattles et al	0.4 acre

John R. Oakes
JOHN R. OAKES
Assistant R/W Engineer

AC:sm
Enclosures: 1 option, etc.

cc: L. W. Rulien - 3 prints
Milner Mead - 1 print & Auth. List
Ken Rolfe - Trans letter & map
Frank Lowe - letter
Title - 1 print
Fred Jeter
Armand Riveness - Exhibit

RECEIVED
COUNTY & CITY SECTION
JUN 15 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Cot

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1972

SUBJECT:

To:

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

47150 - S. P. Trans. Co.
47335 - Wattles
Tualatin Valley Hwy. at Southeast Minter
Bridge Road Section
Tualatin Valley Highway
Washington County

Attached are 2 descriptions, an authorization and right of way prints for the subject section, which is scheduled for September 28, 1972.

The City of Hillsboro is to acquire File 47335 for this TOPICS Project while 47150 will be handled by Mr. Litchfield.

Please return 5 copies of File 47150 to this office for transmittal to Mr. Litchfield.

Frank L. Hall
Design Engineer

By Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

RECEIVED
COUNTY & CITY SECTION
JUN 15 1972
☐ ENGR. ☐ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form E-363 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. .... of ....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Tualatin Valley

County Washington

Unit

Survey Approved

Section Tualatin Valley Hwy. at Southeast Minter Bridge / Road

Sta. 378+00

Sta.

R/W Map No. 9B-9-22 on file

Cost Distribution

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
47150	Southern Pacific Transportation Company							X			Crossing Slopes & Rd./					
47335	Margaret Wattles et al				X	X					X					

NOTED
M. R. MITCHELL

Submitted Floyd O. Scott Floyd O. Scott
R/W Description Engineer

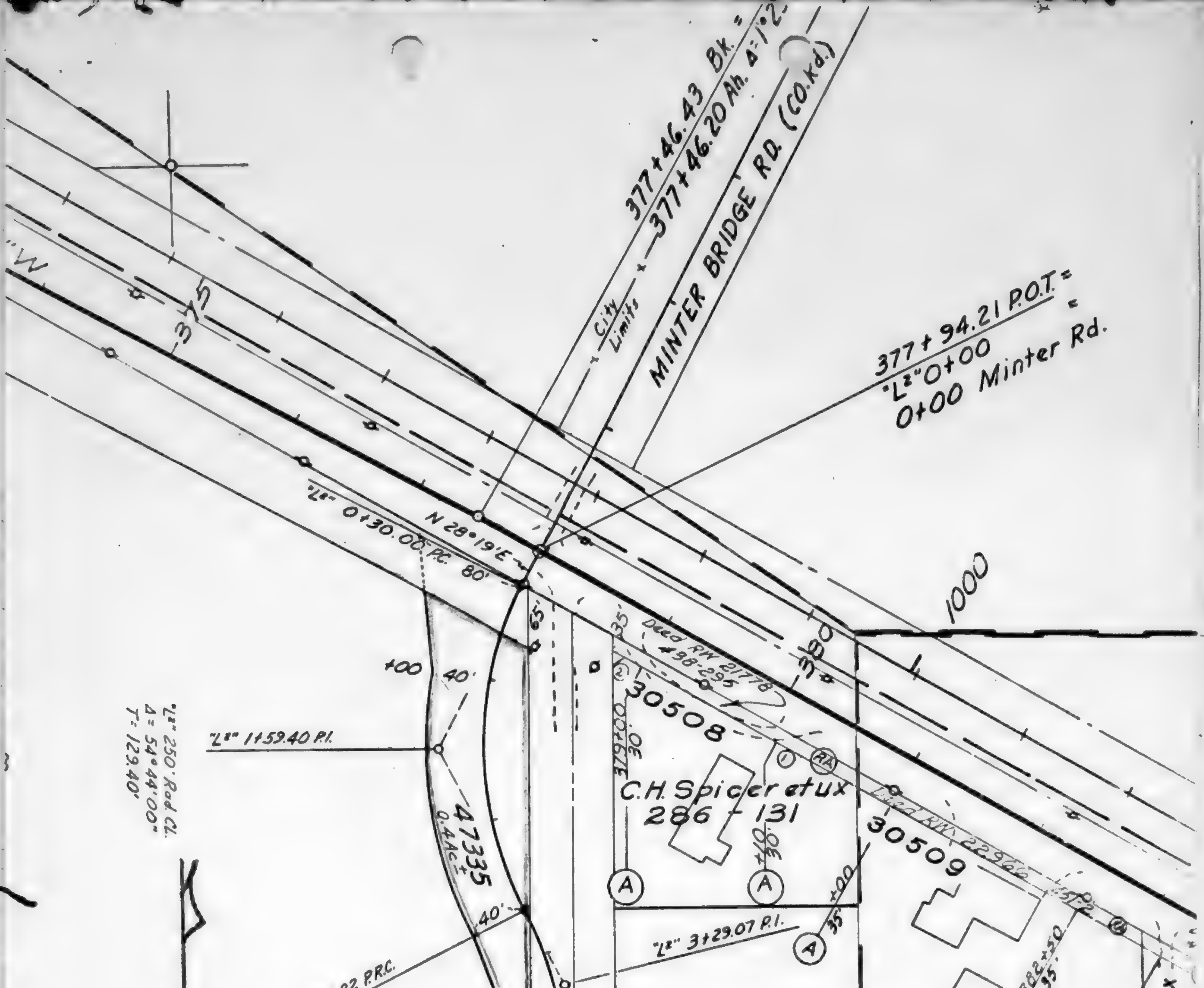
Date JUN - 8 1972

Approved
Assistant Design Engineer

Date

Approved John R. Ocke
Asst R/W Engineer

Date 6-8-72


377+46.43 Bk. =
377+46.20 Ah. Δ=1°2
MINTER BRIDGE RD. (Co.Rd.)
City Limits
377+94.21 P.O.T.=
"L2" 0+00 =
0+00 Minter Rd.
375
380
1000
"L2" 0+30.00 P.C.
N 28°19'E
80'
65'
35
Dead R/W 21778
438-295
30508
379+00
30'
C.H. Spicer et ux
286 - 131
+10
30'
30509
Dead R/W 22966
+00
35
382+50
35'
P.D. Grimes et ux
373-1 373-3
C.H. Nelson et ux
+00
40'
"L2" 1+59.40 P.I.
47335
0.4Ac±
"L2" 250' Rad. Cl.
Δ=54°44'00"
T=129.40'
40'
"L2" 2+68.82 P.R.C.
"L2" 3+29.07 P.I.
"L2" 3+87.07 P.T.
+00
23'
"L2" 250' Rad. Cl.
Δ=27°06'
T=60.25'
N 0°41'E
5
A
City Limits
27
Tract

JUN 14 1972

Form E-303 Revised 10-60 OREGON STATE HIGHWAY COMMISSION File No. 47335

Grantor Margaret Wattles et al Mail Address

Mail Address

Section Tualatin Valley Highway at Minter Bridge Road Highway Tualatin Valley

County Washington Purpose R/W Agent

REAL ESTATE OPTION HRS 6-8-72 8B-15-10

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

Survey Approval Project

A parcel of land lying in Tracts 27 and 28, AMENDED PLAT OF FAIRVIEW ADDITION TO THE TOWN OF HILLSBORO, OREGON, Washington County, Oregon; the said parcel being that portion of said Tracts 27 and 28 included in a strip of land variable in width, lying on the Easterly side of the center line of relocated S. E. 21st Avenue, which center line is described as follows:

Beginning at Engineer's center line Station "L2" 0+00, said station being 494.7 feet North and 2939.4 feet West of the Northeast corner of Section 8, Township 1 South, Range 2 West, W.M.; thence North 28° 19' East 30 feet; thence on a 250 foot radius curve left (the long chord of which bears North 0° 57' East) 238.82 feet; thence on a 250 foot radius curve right (the long chord of which bears North 12° 52' West) 118.25 feet; thence North 0° 41' East, 12.93 feet to Engineer's center line Station "L2" 4+00, at which station the Northerly line of said strip of land lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

The State Highway Commission shall have the irrevocable right, at any time within six (6) months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, **INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid

the sum of .... DOLLARS ($........)

(including $........ for constructing fence...... and $........ for removing or replacing improvements

........)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same

Form E-303 Revised 10-60

OREGON STATE HIGHWAY COMMISSION

File No. 47335

Grantor Margaret Wattles et al Mail Address

Mail Address

Section Tualatin Valley Highway at Minter Bridge Road Highway Tualatin Valley

County Washington Purpose R/W Agent

REAL ESTATE OPTION

HRS 6-8-72 8B-15-10

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

Survey Approval Project

A parcel of land lying in Tracts 27 and 28, AMENDED PLAT OF FAIRVIEW ADDITION TO THE TOWN OF HILLSBORO, OREGON, Washington County, Oregon; the said parcel being that portion of said Tracts 27 and 28 included in a strip of land variable in width, lying on the Easterly side of the center line of relocated S. E. 21st Avenue, which center line is described as follows:

Beginning at Engineer's center line Station "L2" 0+00, said station being 494.7 feet North and 2939.4 feet West of the Northeast corner of Section 8, Township 1 South, Range 2 West, W.M.; thence North 28° 19' East 30 feet; thence on a 250 foot radius curve left (the long chord of which bears North 0° 57' East) 238.82 feet; thence on a 250 foot radius curve right (the long chord of which bears North 12° 52' West) 118.25 feet; thence North 0° 41' East, 12.93 feet to Engineer's center line Station "L2" 4+00, at which station the Northerly line of said strip of land lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly Side of Center Line
"L2"0+30	"L2"1+00	80 in a straight line to 40
"L2"1+00	"L2"2+68.82	40
"L2"2+68.82	"L2"4+00	40 in a straight line to 23

ALSO that portion of said Tract 28 lying Westerly of said center line.

EXCEPT therefrom that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 446, Page 119 of Washington County Record of Deeds.

The parcel of land to which this description applies contains 0.4 acre, more or less, outside of the existing right of way.

ka/

The State Highway Commission shall have the irrevocable right, at any time within six (6) .... months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN, and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid

the sum of .... DOLLARS ($..............................)

(including $.......................... for constructing fence...... and $.......................... for removing or replacing improvements

....)
as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than .... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid

the sum of .... DOLLARS ($.............................)

(including $.............................. for constructing fence...... and $.............................. for removing or replacing improvements

....)
as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than .... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

.... [SEAL]

State Printing 22154 .... [SEAL]

7

CITY OF HILLSBORO
205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUECK
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

27 May, 1971

State of Oregon
Department of Transportation
Highway Division
County and City Section
405 State Highway Bldg.
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Subject: City of Hillsboro TOPICS Program

Gentlemen:

In the matter of the projects under the TOPICS Program I have been instructed by the City Council to request that you move the Minter Bridge Road Crossing up to Priority No. 1 for this year because of the funding situation on the other project as per our conversation as of May 24, 1971.

Very truly yours,

CITY OF HILLSBORO

By J.W. Barney
J.W. BARNEY
City Manager

JWB:LV
Copy to Cottingham and Associates

RECEIVED
COUNTY & CITY SECTION
MAY 28 1971
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AC ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Hillsboro   Minter Br. Rd @ TV Hwy

(TR. Act. Signal, channelization,
R.R. Gates, Illumination.)

Signal	– $30,000	$30,000
channelization	6,000	
Illumination	1,000	8,000
total	37,000	$38,000
P.E. (5.4%)	2,000	5.2% 2,000
Total	$39,000	$40,000
R.R. Gates (total = 22,000)	20,000	$20,000
	$59,000	$\boxed{60,000}$

5-27-91
ok with Wally Bryant.
RL

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date *MAY 14, 1971*

Name of City *Hillsboro, Oregon*
Major Street Name *Tualatin Valley Highway ORE#8*
Section Name *Tualatin Valley Highway @ S.E. Minter Bridge Road and S.E. 21st ST.*

Location of Project (Attach sketch map) Length ______
On Which System? Primary I ______ Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? *NO* Date PLAN approved: *Not Applicable*; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? *Yes* (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? *Yes*
Explain *Tualatin Vallley Hwy is under Oregon State Highway Jurisd.*

General description of proposed project: *Signalize, channelize for left turn lanes, accel and decel lanes , stoplines, crosswalks, etc. Railroad crossing protection requires gates and flashing cantilevered lights and interconnected to the traffic signal premptor. Additional illumination required*

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: *Tualatin Valley Highway #29 @ORE ST HWY with Minter Bridge Road and S.E. 21st ST.*

2. Type: a. Traffic Control *X*
   1. Pretimed ______
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated *X*
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated *X*

   b. Flashing Beacon *-*

Footnotes:

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? *Yes* Remarks:
Railroad Crossing to Traffic Signal Pre-emption required

If so, by cable or leased telephone line? *New Cable*

5. Type of Suspension:
a. Mast Arm *X*
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: *To Conform to the New 1971 MUTCD.*

7. Present Signalization: *None*

8. Other Remarks: *None*

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: *N.W. and S.E. corners require lighting.*

2. Type:
a. Mercury Vapor *21,000 Lumen*
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III *X*
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 __X__
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: NA

6. Maintained Intensity: 1.5 FC

7. Uniformity Ratio: 3:1(Ave to Min.)

8. Proposed Mounting Height:
   a. 30 ft. __X__
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel X on the Signal Poles
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 X
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground __X__

12. Present Illumination: One 20,000 Lumen MV on wood pole of the N.E. Corner and same on the S.W. Corner

---

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: *T.V. Hwy intersection with S.E. 21st and S.E. Minter Bridge Road*

2. Desired Work: *Widen paving on T.V. Hwy for 600 feet, paint channelize for left turn lanes; paint side street approaches ,stop lines, crosswalks, etc. (See footnote #1)*

3. Typical Cross Section: *(North to South); +Four feet ACP, C & G, Fifty one feet ACP, five feet ACP, C&G, grass strip to edge of R/W.*

4. Curbs? *Yes* If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) *STD.*
   b. Exposure *SIX* inches
   c. Width between curbs *56* ft.
   d. Desired curb radius *15* ft.

5. Surfacing: A.C. *ACP* P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: *(N TO S); Four Feet ACP, C&G, 51 feet ACP, C&G, grass strip to R/W.*

7. Traffic Control Signing: *(See footnote #2)*
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping: *(See footnote #2)*
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______ *NA*
   d. Location: ______

Footnotes: *Note #1-- Left, right, & through,incl accel and decel lanes*
Note #2=- Subject to TOPICS project funding ratios.

IV. STRUCTURE DATA:

NOT APPLICABLE

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ____________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ____________

7. Is a particular type of structure and design desired? ____________
Explain: ______________________________

8. Can street be closed during construction? ____________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type ____________
      Width ____________ ft.
   d. Shoulders: Type ____________
      Width ____________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

NOT APPLICABLE

12. Is riprap or rock blanket required? ______________________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ______________________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ______________________________
    c. Storm Sewer: ______ Size: __________
       Owner: ______________________________
    d. Gas Mains: ______ Size: __________
       Owner: ______________________________
    e. Power Lines: ______
       Owner: ______________________________
    f. Telephone Lines: ______
       Owner: ______________________________
    g. Other Utilities: ______________________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ______________________________
    ____

17. Describe Existing Structure: ______________________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? *70 feet* ft.
   a. Maximum: *90* ft.
   b. Minimum: *60* ft.

2. Will additional right-of-way be needed? *NO* Explain: ______

3. Shall State prepare right-of-way descriptions? *NA*

4. Is a public hearing necessary? *NA*
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? *NA*
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? *NO*
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? *NO* List owner, type, and location: *NA*

8. Are utilities on existing right-of-way by? Permit *NO* or Franchise *YES* (Attach list of utilities, owner, type and location within project limits.) *(See Footmote #3)*

9. Are there any irrigation facilities? *NO* Name of Owner *–* ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? *Yes* Location: *Parallel 40 feet from the TV Hwy nearest curb on the south side and crossing the Minter Bridge road approach.*

Footnotes: *Footnote #3-- PGE has polse on the south side of TV Hwy*
-- PNWBell has poles on the north side of TV Hwy

a. Name of Railroad *Southern Pacific RR Co.*

b. Number of tracks: Mainline *One* Siding *No* Total *One*

c. Sight Distance (1.) (Direction) *East* Distance *150* ft.
(2.) (Direction) *West* Distance *500±* ft.

d. Number of Trains: (1) Passenger *1* Speed *35* mph
(2) Freight *4* Speed *35* mph

e. Angle of Intersection: *90 deg.*

f. Type of Existing Crossing: (1.) Grade *X*
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs *X*
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks *X*
(7.) Other ______

h. Proposed Type Crossing and Protection: *Gates with cantilevered overhead flashing lights and interc. to the traffic signal controller pre-empter.*

i. Are there to be stopping lanes for buses and trucks? *NO*

j. Will crossing be altered to the extent that will require a P.U.C. hearing? *NO*
(1.) Does City wish State to prepare P.U.C. hearing data? *NA*
(2.) Will P.U.C. application be made by? State *NA*
City *NA*
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ *79,000*
(Federal + State + City)

2. Estimated Cost of Requested Project $ *60,610*

3. Date Match Money is Available: *July 1, 1970*

4. Will there be any 100% City money? *No*
(Non-participation items)

5. Maximum Amount of 100% City Money: $ *None*

Footnotes: #4 *It is anticipated that R/R will participate $12,500*

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Plan will begin with the execution of the 3-way agreement between City/State/Consultant that is under preparation, resulting in the Plan completion in 18 months maximum time.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
Signal obsolete according to the MUTCD.
Accidents point out the need for turning lanes.
Railroadcrossing accidents point out the need for gates+lights.
Lighting poor with two major conflict s,(intersection and RR.)
Up-dated signing required consistant with the MUTCD.

3. This Project Would Accomplish the Following:
Improve capacity and safety on the FA system, and the side st.
Correct the large number of right angle collisions.
Improve RR Crossing Hazard to a more acceptable level.

This application is not complete unless a sketch map showing the location of the project is attached.

The Hillsboro City Council on the 20th day of April, 1971, adopted Resolution No. 673 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

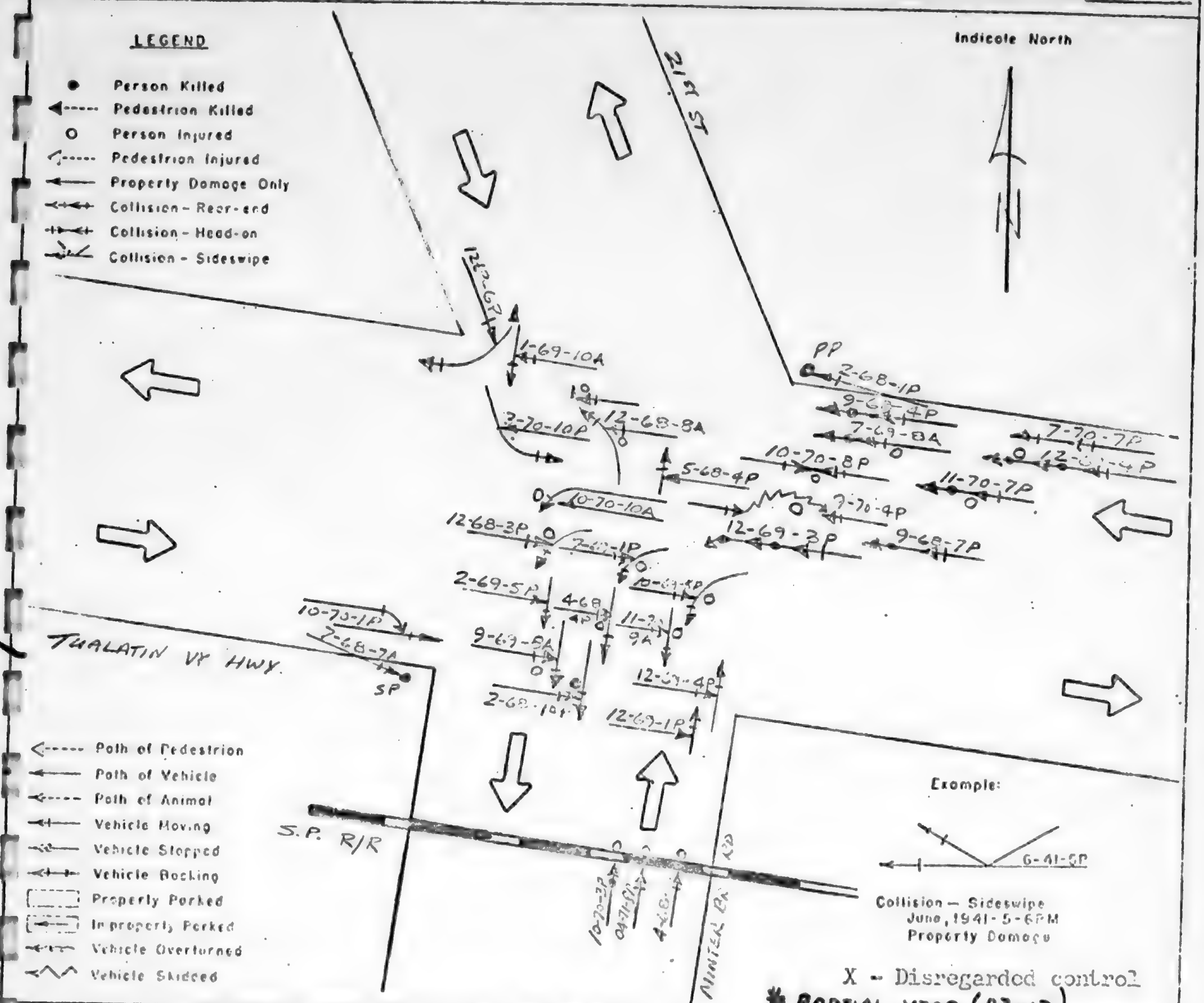
By J. W. Barney, City Manager

By ____________________

Oregon . State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of . HILLSBORO County WASHINGTON
Intersection of TUALATIN VY H. and 21st Ave - MINTER BR. RD
Highway Number 029 (SR 8) M.P. 11.27
Period Covered 01-01-68 to 12-31-70
Compiled by ______ Drawn by ______ Date ______



X - Disregarded control

* PARTIAL YEAR (03-12)

Collision Type	1968				1969 *				1970				1971				Total			
	Fatal	Non-fatal	Prop. Dmg.	Total	Fatal	Non-fatal	Prop. Dmg.	Total	Fatal	Non-fatal	Prop. Dmg.	Total	Fatal	Non-fatal	Prop. Dmg.	Total	Fatal	Non-fatal	Prop. Dmg.	Total
Angle	1	2	1	4		3	3	6		1		1					1	6	4	11
Head-on										2		2						2		2
Rear-end			2	2		2	1	3		1		1						3	3	6
Sideswipe																				
Turning Movement		1		1		2		2		1	2	3						4	2	6
Parking																				
Non-collision																				
Fixed Object			2	2															2	2
Pedestrian																				
Backing																				
Misc		1(RR)	1	2						1(R/R)		1		1(R/R)		1		3	1	4
TOTAL	1	4	6	11		7	4	11		6	2	8		1		1	1	18	12	31

Form [illegible] 5/70

PUBLIC UTILITY COMMISSIONER OF OREGON

V= 2000 / VEHICLES =AADT

V/3 = 667 / V ÷ 3

CROSSING HAZARD INDEX RECORD

CITY OF HILLSBORO

DATE: May 15, 71

FORMULA $\frac{(A) \times (B) \times (C)^*}{1610}$ = 5 yr. Accident Prediction

CROSSING NO. FD-763.30

LOCATION S.P. @ Minter Bridge Road.

(1) TRAINS T =	(2) NO.	(3) C	(4) ÷ S	(5)** = C/S	(6) X V/3	(7) =Total+	(8) V	(9) = Total	(10) X T	(11) = Total	
T_1	1	15	35	2.00	667	1340	2000	3340	1	3340	VT_1
T_2	4	50	35	1.43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11840	VT_2
T_3											VT_3
T_4	1		–								VT_4
T_5											VT_5
T_6											VT_6

TOTAL = EXPOSURE FACTOR (A)= -------- 15,180

12. TRACKS IN CROSSING - Number (1) and RATING VALUE -------------- 0.02
(See Table 2)

13. VISIBILITY- Number of Blind Quadrants (1) and RATING VALUE --- 0.02
(See Table 3)

14. SPEED OF VEHICLES (25) AND TRAINS (35) and RATING VALUE ----- 0.00
(See Table 4)

15. One way only traffic moving in three or more lanes(.01) ------ 0.00
16. Acute angle (less than 45°) of intersection oftrack and roadway (.01) -- 0.00
17. Curving approach (any curve) of roadway (.01) or tracks(.01)---- 0.00
18. Abrupt change (4% or greater) in approach grade near crossing(.01each) 0.0
19. Frequently used entrances and exits to street (commercial-driveways, parking lot entrances or exits, etc.). (.01 Each)---- 0.01
20. Street intersections near crossing where necessary observance of traffic or signals distract attention. (.01- for each 1000 AADT on intersecting street. Minimum .01- maximum .10) ---- 0.10

TOTAL OF ALL HAZARDS = HAZARD RATING (B)= 0.15 %

$$\frac{(A)\ 15{,}180 \times (B)\ 0.15 \times (C)\ 0.88}{1610} = \boxed{1.25}$$

Predicted Acc. 5 years

(1) Trains of varying characteristics as to speed and units.
(2) No. of like trains
(3) Units in trains
(4) Speed of trains
(5) Col. (3) ÷ Col. (4)
(6) " V " ÷ 3
(7) Total of (5) and (6)
(8) AADT = " V " above

(9) Sum of (7) and (8)
(10) No. Of trains in Column (2)
(11) Total " VT " = EXPOSURE FACTOR (

* See Table 5 for (C) Factor Values
* See Table 1 for Maximum values of C

34

CM 051571. KEC.

HILLSBORO RAIL CROSSING HAZARD RATING

Among a statewide selected representative sample of 341 railroad grade crossings as used in the Jagua formula, and including 5 years of accidents at these crossings, it is found that this crossing #FD-763.30(P.U.C.) of Minter Bridge Road & Southern Pacific falls in the top 25% when rating from highest accident expectation at the top to lowest at the bottom. (1.25 accidents every 5 years falls at #81 in a list of 341 rail crossings in the Jagua formula sample).

PUBLIC UTILITY COMMISSIONER OF OREGON

CROSSING HAZARD INDEX RECORD

FACTOR VALUES

TABLE 1

MAXIMUM VALUE OF $\frac{C}{S}$

AADT	VALUE	AADT	VALUE
500	3.00	6,500	0.64
1,000	3.00	7,000	0.60
1,500	2.70	7,500	0.56
2,000	2.00	8,000	0.53
2,500	1.63	8,500	0.50
3,000	1.36	9,000	0.47
3,500	1.30	9,500	0.45
4,000	1.17	10,000	0.43
4,500	0.92	10,500	0.41
5,000	0.83	11,000	0.39
5,500	0.76	11,500	0.37
6,000	0.69	12,000	0.36

TABLE 2

TRACKS AND TRAINS

		NUMBER OF TRAINS PER DAY				
		0 To 12	13 To 24	25 To 36	37 To 48	49 and up
T						
R	1	.02	.02	.02	.02	.02
A	2	.03	.03	.03	.03	.03
C	3	.03	.03	.03	.04	.04
K	4	.03	.03	.04	.04	.05
S	5	.03	.04	.04	.05	.06

TABLE 4

SPEED OF TRAINS AND VEHICLES

T	To 25	26 40	41 60	61 up
r 26-35	.00	.01	.02	.03
a 36-45	.01	.02	.03	.04
i 46-60	.02	.03	.04	.05
n 61-up	.03	.04	.05	.06

TABLE 3

VISIBILITY

BLIND QUADRANT----- .03 Each
(Within Safe Stopping Distance)

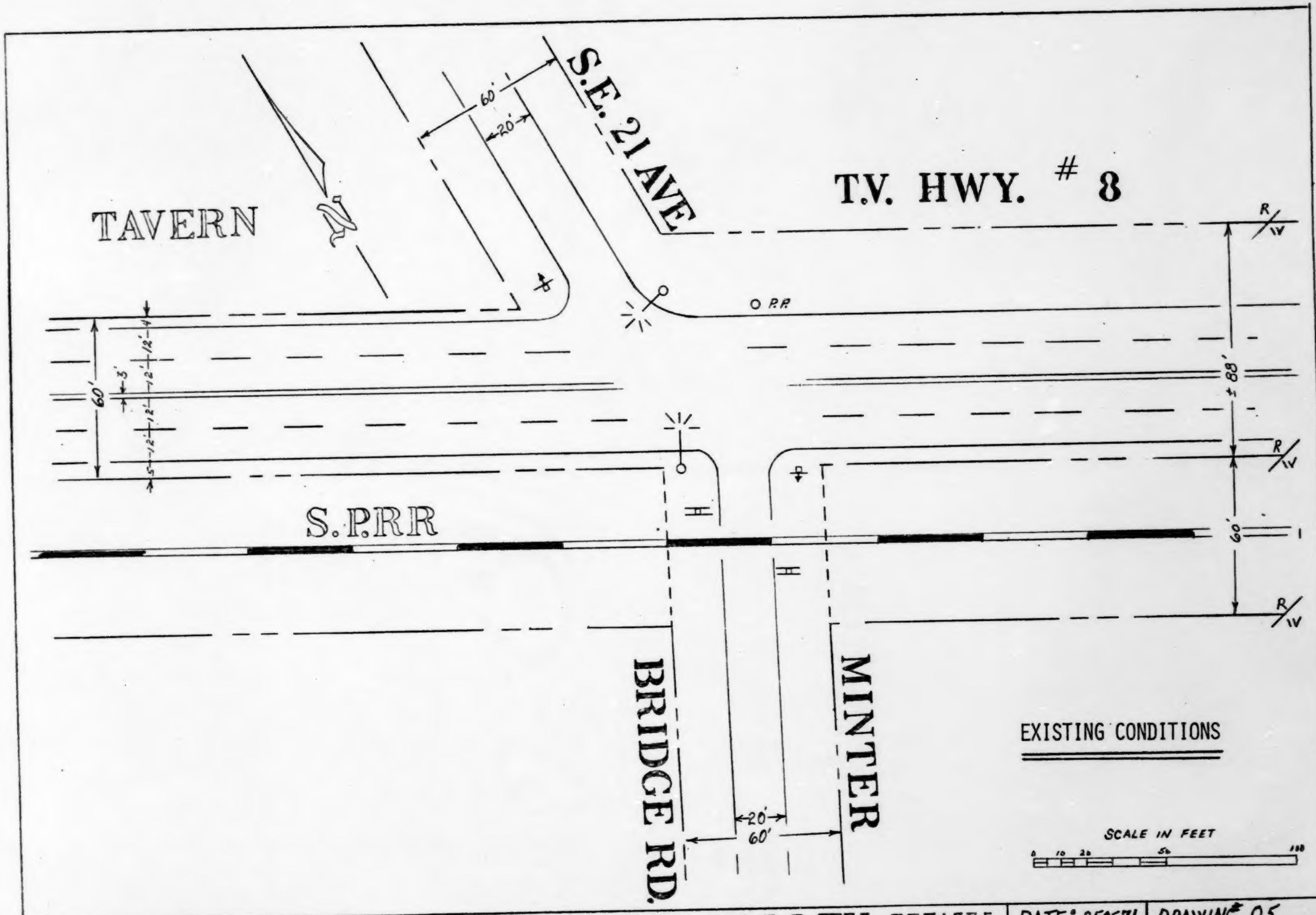
PARTIALLY BLIND --- .02
(Within Safe Stopping Distance)

NOTE: Blind quadrant is one which is totally obstructed within safe stopping distance(SSD). A partially blind quadrant is obstructed in any other way within the SSD. SSD is determined by use of Table 20, page 26 of the HRB report- copy attached.

TABLE 5

PROTECTION FACTOR VALUES(C)

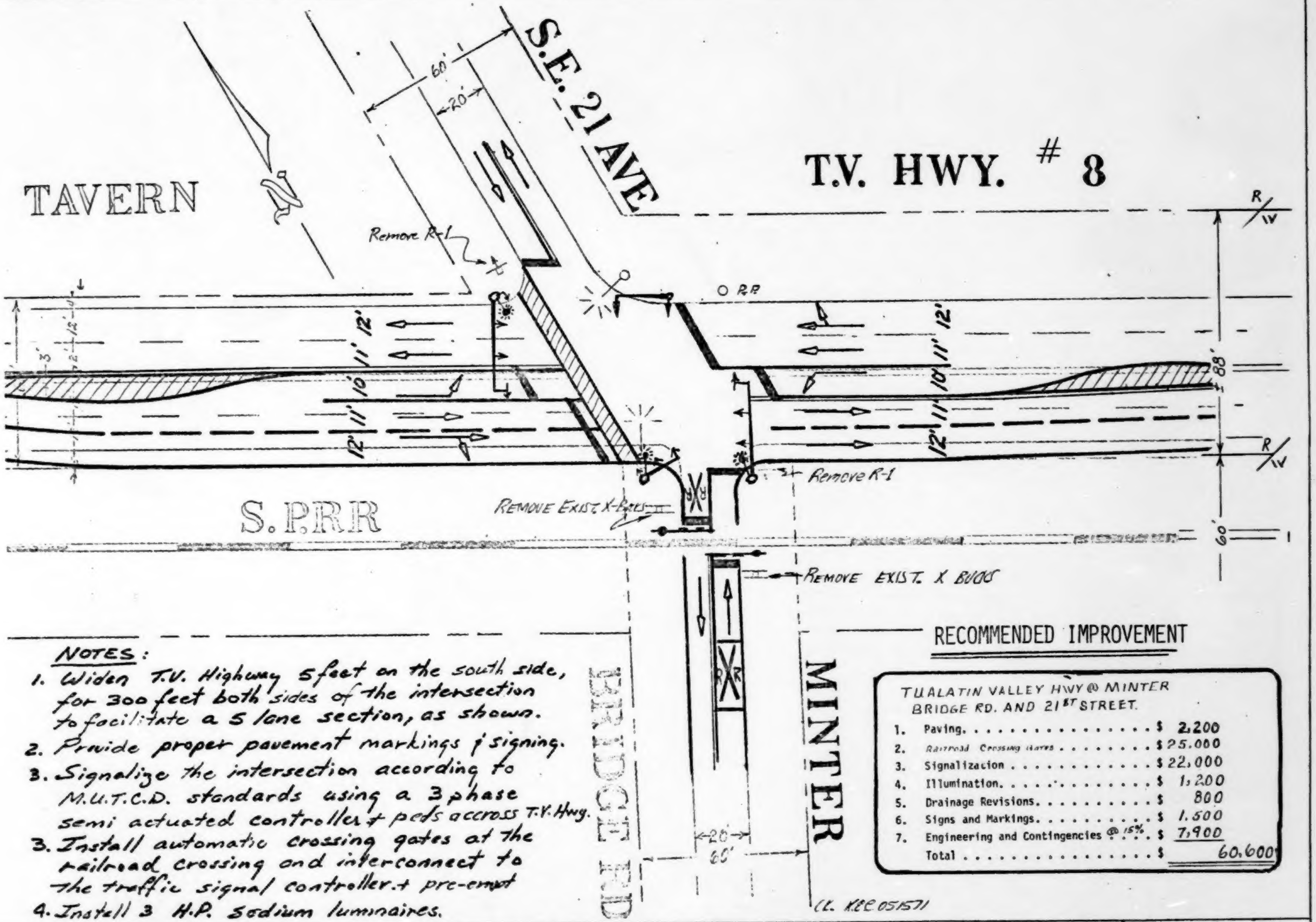
TYPE	URBAN	RURAL
CROSSBUCKS	.88	.92
STOP SIGNS	.66	.70
WIG WAGS	.28	.30
FLASHING LIGHTS	.22	.23
CROSSING GATES	.10	.10



TOPICS
COTTINGHAM & ASSOCIATES
Consulting Traffic Engineers

TUALATIN VALLEY HWY
S.E. MINTER BRIDGE RD. &
S.E. 21 AVE.

DATE: 050571
DRAWING # 05
DRAWING BY : GP
CHECKED BY : K.P.C.
SCALE 1" = 40'



NOTES:

1. Widen T.V. Highway 5 feet on the south side, for 300 feet both sides of the intersection to facilitate a 5 lane section, as shown.
2. Provide proper pavement markings & signing.
3. Signalize the intersection according to M.U.T.C.D. standards using a 3 phase semi actuated controller + peds accross T.V. Hwy.
3. Install automatic crossing gates at the railroad crossing and interconnect to the traffic signal controller + pre-empt
4. Install 3 H.P. sodium luminaires.

RECOMMENDED IMPROVEMENT

TUALATIN VALLEY HWY @ MINTER BRIDGE RD. AND 21ST STREET.

1.	Paving	$ 2,200
2.	Railroad Crossing Gates	$ 25,000
3.	Signalizacion	$ 22,000
4.	Illumination	$ 1,200
5.	Drainage Revisions	$ 800
6.	Signs and Markings	$ 1,500
7.	Engineering and Contingencies @ 15%	$ 7,900
	Total	$ 60,600

TOPICS
COTTINGHAM & ASSOCIATES
Consulting Traffic Engineers

TUALATIN VALLEY HWY
SE. MINTER BRIDGE RD. &
SE. 21 AVE.

DATE: 050571	DRAWING # 05-A
DRAWING BY : JP	
CHECKED BY : KEE	
SCALE 1" = 40'	

T

CITY OF HILLSBORO
205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUEC
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

19 May, 1971

State of Oregon
Department of Transportation
Highway Division
County and City Section
405 State Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Subject: City of Hillsboro Topics Program Requests

Gentlemen:

In the matter of priority for projects under the Topics Program, The City of Hillsboro, by action of the City Council at regular meeting on May 18, 1971, requests that you give consideration to the three following projects with priority in the order listed.

No. 1.- Tualatin Valley Highway - Witch Hazel Road and Brookwood.
No. 2 - First Avenue at Cedar Street
No. 3.- Tualatin Valley Highway at Minter Bridge Road and 21st Ave.

Very truly yours,

CITY OF HILLSBORO,

By J W Barney
J.W. BARNEY
City Manager

JWB:LV
Copy to Cottingham & Associates
Attention Bob Parrott

RECEIVED
COUNTY & CITY SECTION
MAY 20 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐